PUBLIC DRAFT

Initial Study/Mitigated Negative Declaration

# Jefferson Fontana Apartment Project

**OCTOBER 2023**

*Prepared for:*

**CITY OF FONTANA**
8353 Sierra Avenue
Fontana, California 92335
*Contact: George Velarde, Assistant Planner*

*Prepared by:*

DUDEK

605 Third Street
Encinitas, California 92024
*Contact: Kristen Stoner*

# Table of Contents

**SECTION** **PAGE**

## APPENDICES



## FIGURES



## TABLES

INTENTIONALLY LEFT BLANK

# Acronyms and Abbreviations

| Acronym/Abbreviation | Definition |
|---|---|
| AB | Assembly Bill |
| ADT | average daily trips |
| AERMOD | American Meteorological Society/Environmental Protection Agency Regulatory Model |
| AQMP | Air Quality Management Plan |
| ATP | Active Transportation Plan |
| BMP | Best Management Practice |
| CAAQS | California Ambient Air Quality Standards |
| CalEEMod | California Emissions Estimator Model |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| $CH_4$ | methane |
| CHRIS | California Historical Resources Information System |
| City | City of Fontana |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalent |
| County | San Bernardino County |
| CRHR | California Register of Historical Resources |
| dBA | A-weighted decibel |
| DPM | diesel particulate matter |
| EIR | environmental impact report |
| EPA | U.S. Environmental Protection Agency |
| ESA | Environmental Site Assessment |
| FFPD | Fontana Fire Protection District |
| FTA | Federal Transit Administration |
| FUSD | Fontana Unified School District |
| FWC | Fontana Water Company |
| GHG | greenhouse gas |
| gpd | gallons per day |
| GWP | global warming potential |
| HARP2 | Hotspots Analysis and Reporting Program Version 2 |
| HIC | Chronic Hazard Index |
| HRA | health risk assessment |
| I | Interstate |
| IEUA | Inland Empire Utilities Agency |

| Acronym/Abbreviation | Definition |
|---|---|
| ips | inches per second |
| IS | initial study |
| $L_{dn}$ | day/night average sound level |
| $L_{eq}$ | equivalent continuous sound level (time-averaged sound level) |
| LOS | level of service |
| LST | localized significance threshold |
| MND | mitigated negative declaration |
| MS4 | Municipal Separate Storm Sewer System |
| MT | metric ton |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| $NO_2$ | nitrogen dioxide |
| $N_2O$ | nitrous oxide |
| $NO_x$ | oxides of nitrogen |
| NPDES | National Pollutant Discharge Elimination System |
| NWI | National Wetlands Inventory |
| $O_3$ | ozone |
| OEHHA | Office of Environmental Health Hazard Assessment |
| $PM_{10}$ | particulate matter with an aerodynamic diameter less than or equal to 10 microns |
| $PM_{2.5}$ | particulate matter with an aerodynamic diameter less than or equal to 2.5 microns |
| PPV | peak particle velocity |
| project | Jefferson Fontana Apartment Project |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RWQCB | Regional Water Quality Control Board |
| SB | Senate Bill |
| SBCTA | San Bernardino County Transportation Authority |
| SCAB | South Coast Air Basin |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| $SO_x$ | sulfur oxides |
| SWPPP | stormwater pollution prevention plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TAZ | traffic analysis zone |
| TCR | tribal cultural resource |
| TPA | Transit Priority Area |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| UWMP | Urban Water Management Plan |
| WMXU-1 | Walkable Mixed-Use Corridor and Downtown |
| WQMP | Water Quality Management Plan |

# 1 Introduction

## 1.1 Project Overview

The City of Fontana (City) received an application from JPI (project applicant) requesting the following discretionary approvals for development of the Jefferson Fontana Apartment Project (project or proposed project), located at the southwest corner of Valley Boulevard and Juniper Avenue, Fontana, California:

- Master Case No. 22-145
- Tentative Parcel Map 20669 (TPM No. 22-034)
- Design Review No. 22-065

The approximately 11.6-acre (gross) project site is currently vacant. The project involves the construction of a 437-unit multifamily development, 4,000 square feet of retail space, 14,150 square feet of leasing and amenity space, and associated improvements.

The project is subject to analysis pursuant to the California Environmental Quality Act (CEQA). In accordance with CEQA Guidelines Section 15367, the City is the lead agency with principal responsibility for considering the project for approval (14 CCR 15000 et seq.).

## 1.2 California Environmental Quality Act Compliance

The City is the lead CEQA agency responsible for the review and approval of the proposed project. Based on the findings of the initial study (IS), the City has made the determination that a mitigated negative declaration (MND) is the appropriate environmental document to be prepared in compliance with CEQA (California Public Resources Code, Section 21000 et seq.). As stated in CEQA Section 21064, an MND may be prepared for a project subject to CEQA when an IS has identified no potentially significant effects on the environment.

This draft IS/MND has been prepared by the City as lead agency and is in conformance with Section 15070(a) of the CEQA Guidelines (14 CCR 15000 et seq.). The purpose of the MND and the IS Checklist is to determine any potentially significant impacts associated with the proposed project and to incorporate mitigation measures into the project design, as necessary, to reduce or eliminate the significant or potentially significant effects of the project.

## 1.3 Public Review Process

In accordance with CEQA, a good faith effort was made during preparation of this IS/MND to contact affected agencies, organizations, and persons who may have an interest in this project.

In reviewing the IS/MND, affected public agencies and the interested public should focus on the sufficiency of the document in identifying and analyzing the project's possible impacts on the environment. The draft IS/MND and related documents are available for review on City's website (https://www.fontana.org/2137/Environmental-Documents).

Comments on the IS/MND may be submitted in writing before the end of the 25-day public review period (October 27, 2023 through November 20, 2023). Following the close of the public comment period, the City will consider this IS/MND and comments thereto in determining whether to approve the proposed project.

Comments on the IS/MND should be addressed to:

George Velarde, Assistant Planner
City of Fontana, Community Development Department, Planning Division
8353 Sierra Avenue
Fontana, California 92335
909.350.6569
Email: gvelarde@fontana.org

## 1.4 Initial Study Checklist

Dudek, under the City's guidance, prepared the project's Environmental Checklist (i.e., IS) per CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is provided in Section 3 of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination make in the checklist for the project.

For this IS/MND, the following four responses to each individual environmental issue area are included in the checklist:

1. Potentially Significant Impact
2. Less-than-Significant Impact with Mitigation Incorporated
3. Less-than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the project. In doing so, the City will determine the extent of additional environmental review, if any, for the project.

# 2 Project Description

## 2.1 Project Location

The project site is in the central portion of the City in southwestern San Bernardino County (County) (Figure 2-1, Project Location). Regionally, the City is bordered by the cities of Rialto, Rancho Cucamonga, and areas of unincorporated San Bernardino County. Locally, the project site is located east of Cypress Avenue, south of Valley Boulevard, north of Interstate (I) 10, and west of Juniper Avenue. The approximately 11.6-acre site (gross) consists of Assessor's Parcel Numbers 0251-171-19, 0251-321-27, -18, -24, -21, -25, -26, -19, -20, -22, -23, -02, -15, -16, and a portion of 0251-171-03, -14, and -29.

## 2.2 Environmental Setting

### City of Fontana

The City is located on an alluvial plain flowing southward from the confluence of Lytle Creek and the San Sevaine wash. The San Bernardino and San Gabriel Mountains to the north, and the Jurupa Hills to the south, provide a dramatic backdrop for the developed areas of the City. In the early 1900s, the City was a diversified agricultural community, producing major commodities such as citrus, grain, grapes, poultry, and swine. In 1942, the area began to transition to a more industrial base with the founding of the Kaiser Steel Mill. By the 1950s, the City was the region's leading producer of steel and steel-related products. Today, the City is both a bedroom community, with a commuting population of workers, and, due to its suburban location near several major freeway and rail transportation corridors, a major Inland Empire hub of warehousing and distribution centers. These uses are located primarily in the City's southern half, adjacent to the I-10 corridor. Heavy industrial areas surround the former Kaiser Steel plant and along the I-10 corridor between Valley Boulevard and Slover Avenue (City of Fontana 2003).

A range of residential neighborhoods has developed in the City. The established single-family and multifamily residential neighborhoods and commercial core of the City is largely contained between Baseline and Valley Boulevard. Newer residential development has occurred along the northern edge of the City west of I-15 and radiating north and south of the SR-210 corridor. A substantial portion of the City, north of SR-210, is planned for development as a mix of planned communities and job centers (City of Fontana 2018a).

### Existing Project Site

The approximately 11.6-acre rectangular shaped project site is currently vacant with no existing structures. The site is undeveloped, and currently contains non-native grassland and disturbed habitat. The project site is located on the southwest corner of Valley Boulevard and Juniper Avenue. The General Plan land use designation for the project site is Walkable Mixed-Use Corridor and Downtown (WMXU-1), and the current zoning is Form-Based Code (FBC) Valley Gateway District (Figure 2-2, Land Use Designation; Figure 2-3, Zoning Designation).

### Surrounding Land Uses

Surrounding land uses include WMXU-1 to the north, east and west of the project site, resulting in a variety of residential and commercial uses, and Light Industrial uses to the southwest of the project site (see Figure 2-2 and Figure 2-3). I-10 is located to the south of the project site.

# 2.3 Project Characteristics

The project involves the construction of a 437-unit multifamily development, 4,000 square feet of retail space, 14,150 square feet of leasing and amenity space, and associated improvements. The project would consist of eight, 4-story residential buildings that contain one-, two-, and three-bedroom units. The project would provide 126 one-bedroom units, 271 two-bedroom units, and 40 three-bedroom units. The project is divided down the center, providing an eastern and western portion of the site. Each portion of the site would have a main entry access point with sliding vehicle entrance gates. Up to 4,000 square feet of retail space is proposed in the northeastern corner of the site. Additionally, the project would include associated leasing buildings, fitness centers, pool areas, fire pits, lounge areas, a dog park, and other miscellaneous amenities divided between the eastern and western portions of the site (Figure 2-4, Site Plan). A total of 63,695 square feet of landscaped areas are proposed throughout the project site. Figure 2-5 provides conceptual elevations of the project.

The residential buildings would vary in height between 45 feet 10 inches to 55 feet 6 inches and the amenity buildings would vary in height between 13 feet 9 inches to 32 feet 2 inches. The architecture would be contemporary in style and would utilize neutral white and gray tones with accents of wood and painted blue siding. The overall scale of the four-story building is broken down by one- and two-story massing elements, creating a pedestrian scale at the base of the building.

## Site Access and Parking

The project site would be accessible via four entries (see Figure 2-4, Site Plan). Access to the eastern portion of the site would be a driveway located along Juniper Avenue, with two sliding vehicle gates providing access to residential parking stalls, and an additional driveway along Juniper Avenue for exiting traffic only. The primary access to the western portion of the site would be a driveway off the western project boundary, through an existing parking lot located off Valley Boulevard. The western access would also include two sliding vehicle gates providing access to residential parking stalls. A fourth access point to the project site would be provided at the south of the site along Washington Drive for exiting traffic only.

A total of 658 on-site surface parking stalls would be provided, with 643 dedicated residential stalls and 15 dedicated retail stalls. Residential parking would consist of 403 open standard stalls, 120 open tandem stalls, and 120 garage stalls.

## On-Site and Off-Site Adjacent Improvements

The project would also include improvements to Valley Boulevard and Juniper Avenue along the project's street frontages, including a landscape setback, a new sidewalk with curb and gutter, and half-width frontage improvements within the roadway right-of-way. Consistent with City standards, all existing overhead utility service lines adjoining and interior to the project site would be undergrounded, and new City streetlights would be installed within the dedicated right-of-way. In conformance with the City's approved plant palette list, a variety of trees, shrubs, plants, and land covers would be planted in the 63,695 square feet of landscaped areas proposed throughout the project site. Refer to Figure 2-6 for the project tree plan.

## Utility and Infrastructure Improvements

The project site would connect to existing domestic water, sanitary sewer, stormwater, and dry utility infrastructure facilities located adjacent to the site.

## 2.4 Project Construction and Phasing

The project applicant intends to commence construction on or around September 2024. It is anticipated that construction would take approximately 34 months, concluding in May 2027.[1] Table 2-1 provides a tentative project construction schedule, as used in air quality and greenhouse gas (GHG) emissions impact analysis (refer to Section 3.3 Air Quality, and Section 3.8, Greenhouse Gas Emissions, of this IS/MND; also see Appendix A-1 for Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs).

**Table 2-1. Anticipated Project Construction Schedule**

| Construction Phase | Duration | Phase Start Date | Phase End Date |
|---|---|---|---|
| Site Preparation | 1.5 months | September 4, 2024 | October 15, 2024 |
| Grading | 1.5 months | October 19, 2024 | November 29, 2024 |
| Building Construction | 26 months | December 2, 2024 | February 8, 2027 |
| Architectural Coating | 18 months | January 5, 2026 | July 6, 2027 |
| Paving | 4 months | January 7, 2027 | May 10, 2027 |

**Source:** Appendix A-1, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs

## 2.5 Project Approvals

The following discretionary approvals would be required prior to implementing the project:

- Master Case No. 22-145
- Tentative Parcel Map 20669 (TPM No. 22-034)
- Design Review No. 22-065

[1] The analysis assumes a construction start date of September 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

INTENTIONALLY LEFT BLANK

# 3 Initial Study Checklist

1. **Project title:**

   Jefferson Fontana Apartment Project

2. **Lead agency name and address:**

   City of Fontana
   Community Development Department, Planning Division
   8353 Sierra Avenue
   Fontana, California 92335

3. **Contact person and phone number:**

   George Velarde, Assistant Planner
   City of Fontana, Community Development Department, Planning Division
   8353 Sierra Avenue
   Fontana, California 92335
   909.350.6569
   gvelarde@fontana.org

4. **Project location:**

   Southwest corner of Valley Boulevard and Juniper Avenue, Fontana, California.

5. **Project sponsor's name and address:**

   JPI
   11988 El Camino Real, Suite #200
   San Diego, California 92130

6. **General plan designation:**

   Walkable Mixed-Use Corridor and Downtown (WMXU-1)

7. **Zoning:**

   Form-Based Code (FBC) Valley Gateway District

8. **Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

   The approximately 11.6-acre (gross) project site is currently vacant. The project involves the construction of 437 dwelling units, 4,000 square feet of retail space, 14,150 square feet of leasing and amenity space, and associated improvements.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

Surrounding land uses include WMXU-1 to the north, east and west of the project site, resulting in a variety of residential and commercial uses, and Light Industrial uses to the southwest of the project site. I-10 is located to the south of the project site.

10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Santa Ana Regional Water Quality Control (for project coverage under the Construction General Permit and compliance with Municipal Separate Storm Sewer System [MS4] NPDES Permit). The City's discretionary approvals are listed in Section 2.5, Project Approvals.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Refer to Section 3.18 (Tribal Cultural Resources) for details.

## Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

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

## Determination (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature

10/24/2023

Date

## Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.

"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a. Earlier Analysis Used. Identify and state where they are available for review.

b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

The explanation of each issue should identify:

a. the significance criteria or threshold, if any, used to evaluate each question; and

b. the mitigation measure identified, if any, to reduce the impact to less than significance

# 3.1 Aesthetics

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

***a) Would the project have a substantial adverse effect on a scenic vista?***

Less-than-Significant Impact. The City of Fontana General Plan EIR identifies both the San Gabriel Mountains and the Jurupa Hills as visually prominent topographic features that provide a scenic vista from mobile and stationary viewing locations throughout the City (City of Fontana 2018b). The project site is located approximately seven miles south and 1.5 miles north, respectively, from these scenic resources. Based on these distances, as well as the presence of existing intervening development and topographical variation, the project site is not located within the viewshed of these scenic vistas, and the project would not block views of or from these scenic resources. Additionally, the current viewshed within the project area consists of existing residential and commercial development. Thus, the inclusion of the project within the existing viewshed would be consistent with views currently found throughout the project area. Therefore, impacts associated with scenic vistas would be less than significant.

***b) 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 California Department of Transportation (Caltrans) designates official and eligible scenic highways within the state. According to the Caltrans California State Scenic Highway System Map (Caltrans 2018), the only officially designated state scenic highway in San Bernardino County is a 16-mile portion of State Route 38 from South Fork Campground to State Lane. This roadway segment is located approximately 35 miles east of the project site in the San Bernardino Mountains. Based on this distance and intervening

natural topography and constructed structures, the project site is not located within the viewshed of this officially designated state scenic highway. Therefore, implementation of the proposed project would not result in an impact related to scenic resources within a state scenic highway.

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

Less-Than-Significant Impact. Section 21071 of the California Public Resources Code (i.e., CEQA) defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As of July 1, 2021, the U.S. Census Bureau estimated the population of the City to be 210,761 persons (U.S. Census Bureau 2021). Therefore, the City is located within an urbanized area as defined by CEQA.

To ensure that both current and future development within the City is designed and constructed to conform to existing visual character and quality of the surrounding built environment, the City's Municipal Code includes design standards, specific to each Zoning District, related to building height, parking, landscaping requirements, and other visual considerations. The purpose is to regulate and restrict the uses of buildings and structures, and to encourage the most appropriate use of land. The City's General Plan Land Use Map designates the project site as WMXU-1, and the City's Zoning Map shows the site zoned as Form-Based Code (FBC) Valley Gateway District. The proposed project will be required to be developed in accordance with the existing land use and zoning designations. The project's consistency with these land use and zoning designations would be reviewed during the plan-check phase of project review. Therefore, because the project would be required to comply with all applicable regulations governing scenic quality, potential impacts would be less than significant.

Additionally, development of the project would be consistent with surrounding development and would not degrade the existing visual character of the project site and its surroundings. The project site is located in an urbanized area of the City and is currently characterized as an undeveloped site. Construction of the project would require the use of heavy machinery such as large trucks, cranes, bull dozers, and other equipment needed for construction activities. These activities would be temporary and would conclude with completion of construction of the project.

Once construction of the project is complete, the condition of the site would change from an undeveloped site with grading activities to a developed condition for residential purposes. The project would be built consistent with existing patterns of development in the surrounding area, which is becoming more urbanized, including the residential neighborhood north of the project site, and the commercial uses east, south, and west of the project site. In addition, the project would be subject to design review by the City and would be required to meet the City's conditions of approval, which will ensure that proposed structures and landscaping would be consistent with the City's General Plan and Municipal Code. Therefore, implementation of the proposed project consistent with the development standards in the City's Municipal Code, as required by the City's conditions of approval and as reviewed as part of the plan check process, would not substantially degrade the existing visual character or quality of the site or its surroundings or result in significant visual impacts. Impacts would be less than significant.

*d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less-Than-Significant Impact. Currently, there are no existing lighting sources on the project site since it is undeveloped and vacant; however, the project site is in an area where nighttime lighting is a common feature. Existing light sources in the area include streetlights installed on Valley Boulevard to the north of the project site and local neighborhood roads, exterior and interior lighting associated with residential and commercial development in the surrounding area, and lights from motorists.

The project would include exterior lighting for safety and security purposes. The project would comply with the California Green Building Standards, County ordinances, and the City's Municipal Code requirements with respect to lighting. Parking and site lighting would incorporate cutoff lenses to keep light from spilling over onto adjacent properties and to keep light sources from being visible on or directing light rays onto adjoining property as established in Section 30-471 of the City's Municipal Code. Therefore, based on compliance with local requirements, impacts associated with light and nighttime glare would be less than significant.

## 3.2 Agriculture and Forestry Resources

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

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | ☐ | ☐ | ☐ | ☒ |

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

No Impact. The project site is currently a vacant parcel with no existing uses. According to the California Department of Conservation Important Farmland Finder (CDOC 2016), the project site is designated as "Urban and Built-Up Land" (refer to Figure 3.2-1, Agricultural Resources) and does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, "Important Farmland"). The project would not occur within a farmland location and would not result in the conversion of land to non-agricultural use. Therefore, there would be no impact related to converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. According to the California Department of Conservation Important Farmland Finder (CDOC 2016), the project site is designated as Urban and Built-up Land. Neither the project site nor the surrounding project area contains Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, Important Farmland). In addition, City's General Plan EIR does not identify any land under Williamson Act or Farmland Security Zone contracts on the project site or within the project area. Further, the City's Zoning Map does not show agricultural zoning districts in the broader project area. Therefore, there would be no impact related to conflict with existing zoning or a Williamson Act Contract.

*c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*

No Impact. According to the City's General Plan EIR, "…no portion of the City is designated or zoned or proposed to be designated or zoned as forest land or timberland." Additionally, no portion of the site is considered forest land[2] as defined in California Public Resources Code Section 12220(g). Timberland[3] (as

[2] "Forest land" is land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

[3] "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis.

defined by California Public Resources Code Section 4526) or timberland-zoned timberland production[4] (as defined by Section 51104(g) of the Government Code) is not present on site, nor are there any active or potential commercial timber operations present in the area. Therefore, the project would not conflict with lands zoned for forest land, timberland, or timberland production and no impact would occur.

*d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. The project site is designated as "Walkable Mixed-Use Corridor and Downtown" and is located within a developed area. There are no areas zoned for forest land within the vicinity of the project site. Therefore, there would be no impact related to the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

*e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. According to the California Department of Conservation Important Farmland Finder (CDOC 2016), the project site is designated as Urban and Built-up Land. Neither the project site nor the surrounding project area contains Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively, Important Farmland). In addition, City's General Plan EIR does not identify any land under Williamson Act or Farmland Security Zone contracts on the project site or within the project area. Further, the City's Zoning Map does not show agricultural zoning districts in the broader project area. No impact would occur.

Regarding forestland and timberland, the project site is designated as "Walkable Mixed-Use Corridor and Downtown" and is located within a developed area. There are no areas zoned for forest land within the vicinity of the project site. As such, the Project would not involve changes to the existing environment that, due to its location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use. Therefore, no impacts would occur.

## 3.3 Air Quality

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **III. AIR QUALITY** – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | ☐ | ☐ | ☒ | ☐ |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | ☐ | ☐ | ☒ | ☐ |

[4] "Timberland production zone" means an area is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Expose sensitive receptors to substantial pollutant concentrations? | ☐ | ☐ | ☒ | ☐ |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project conflict with or obstruct implementation of the applicable air quality plan?***

Less-than-Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers SCAB's Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Currently, the most recent approved SCAQMD AQMP is the 2022 AQMP (SCAQMD 2022), which was adopted by the SCAQMD Governing Board in December 2022. The SCAQMD 2022 AQMP was developed to address the attainment of the 2015 national 8-hour ozone ambient air quality standard (70 parts per billion) for the SCAB and Coachella Valley. The 2022 AQMP provides actions, strategies, and steps needed to reduce air pollutant emissions and meet the ozone standard by 2037.

The purpose of a consistency finding regarding the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2022 AQMP and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- **Consistency Criterion No. 2:** Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed under Section 3.3(b). Detailed results of this analysis are included in Appendix A-1, Air Quality, Greenhouse Gas Emission, and Energy Modeling Inputs and Outputs. As presented in Section 3.3(b), the project would not generate construction or operational criteria air pollutant emissions that exceed the SCAQMD's thresholds, and the project would therefore be consistent with Criterion No. 1.

The second criterion regarding the potential of the project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the project's land use designations and its potential to generate population growth.

In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, and employment by industry) developed by Southern California Association of Governments (SCAG) for its 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) (SCAG 2020a). SCAQMD uses this document, which is based on general plans for cities and counties in the SCAB, to develop the AQMP emissions inventory (SCAQMD 2022). The SCAG RTP/SCS and associated Regional Growth Forecast are generally consistent with the local plans; therefore, the 2022 AQMP is generally consistent with local government plans.

The General Plan land use designation for the project site is WMXU-1, and the current zoning is Form-Based Code (FBC) Valley Gateway District. Per the City's zoning code, Valley *Gateway* District "is intended to encourage pedestrian and transit-oriented development. Land uses should include a mixture of housing types, retail and services, general and medical office, entertainment and education." As the project includes a mix of residential and retail land uses, the project would not conflict with the existing land use and zoning designations. Therefore, the project would be consistent with the existing zoning of the project site and does not propose a change in land use designation. As such, since the proposed project is not anticipated to result in residential population growth or generate an increase in employment that would conflict with existing employment-population projections, it would not conflict with or exceed the assumptions in the 2022 AQMP. Accordingly, the project is consistent with the SCAG RTP/SCS forecasts used in development of the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria, impacts relating to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

***b) Would the project 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?***

Less-than-Significant Impact. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used to determine whether a project's individual emissions would have a cumulatively considerable contribution to air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003a).

A quantitative analysis was conducted to determine whether the project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone ($O_3$), nitrogen dioxide ($NO_2$), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns ($PM_{10}$), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen ($NO_x$), which are important because they are precursors to $O_3$, as well as CO, sulfur oxides ($SO_x$), $PM_{10}$, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[5] the SCAB is designated as a nonattainment area for federal and state $O_3$ and $PM_{2.5}$ standards (CARB 2019; EPA 2020). The SCAB is also designated as a nonattainment area for state $PM_{10}$ standards; however, it is designated as an attainment area for federal $PM_{10}$ standards. The SCAB is designated as an attainment area for federal and state CO and $NO_2$ standards, as well as for state sulfur dioxide standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.[6]

The project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (EPA) have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

## Table 3.3-1. South Coast Air Quality Management District Air Quality Significance Thresholds

| Criteria Pollutants Mass Daily Thresholds | | |
|---|---|---|
| **Pollutant** | **Construction (Pounds per Day)** | **Operation (Pounds per Day)** |
| VOCs | 75 | 55 |
| $NO_x$ | 100 | 55 |
| CO | 550 | 550 |
| $SO_x$ | 150 | 150 |
| $PM_{10}$ | 150 | 150 |
| $PM_{2.5}$ | 55 | 55 |
| Lead[a] | 3 | 3 |
| **TACs and Odor Thresholds** | | |
| TACs[b] | Maximum incremental cancer risk ≥10 in 1 million<br>Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million)<br>Chronic and acute hazard index ≥1.0 (project increment) | |
| Odor | Project creates an odor nuisance pursuant to SCAQMD Rule 402 | |

**Source:** SCAQMD 2019.
**Notes**: VOC = volatile organic compounds; NOx = oxides of nitrogen; CO = carbon monoxide; SOx = sulfur oxides; PM10 = coarse particulate matter; PM2.5 = fine particulate matter; TAC = toxic air contaminant; SCAQMD = South Coast Air Quality Management District.
GHG emissions thresholds for industrial projects, as added in the March 2015 revision to the SCAQMD Air Quality Significance Thresholds, were not include included in this table as they are addressed within the GHG emissions analysis and not the air quality analysis.

[a] The phase out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

[b] TACs include carcinogens and noncarcinogens.

[5] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the EPA and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

[6] Re-designation of the lead NAAQS designation to attainment for the Los Angeles County portion of the SCAB is expected based on current monitoring data. The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

The project would result in a cumulatively considerable net increase for $O_3$, which is a nonattainment pollutant, if the project's construction or operational emissions would exceed the SCAQMD VOC or $NO_x$ thresholds shown in Table 3.3-1. These emission-based thresholds for $O_3$ precursors are intended to serve as a surrogate for an $O_3$ significance threshold (i.e., the potential for adverse $O_3$ impacts to occur) because $O_3$ itself is not emitted directly, and the effects of an individual project's emissions of $O_3$ precursors (i.e., VOCs and $NO_x$) on $O_3$ levels in ambient air cannot be determined through air quality models or other quantitative methods.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction and operation of the project, with the exception of operational mobile source emissions.[7] The following discussion quantitatively evaluates project-generated construction and operational emissions and impacts that would result from implementation of the project.

## Construction Emissions

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from architectural coatings and asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in $PM_{10}$ and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOC, $NO_x$, CO, $PM_{10}$, and $PM_{2.5}$. Construction emissions can vary from day to day depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions.

Emissions from the construction phase of the project were estimated using CalEEMod default values. For the purpose of conservatively estimating project emissions, construction was modeled beginning in September 2024 and concluding in July 2027[8] and lasting 34 months. The analysis contained herein is based on the following schedule assumptions (duration of phases is approximate):

- Site preparation: 1.5 months (September 2024 – October 2024)
- Grading: 1.5 months (October 2024 – November 2024)
- Building construction: 26 months (December 2024–February 2027)
- Architectural Coating: 18 months (January 2024- July 2027)
- Paving: 4 months (January 2027 – May 2027)

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-2. Equipment mix and horsepower were based on CalEEMod default values, including equipment load factor. The site would be balanced on site without the need for import or export of earthwork materials during the grading phase. For the analysis, it was assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

7 CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction and operational activities from a variety of land use projects, including residential, office and retail.

8 The analysis assumes a construction start date of September 2024, which represents the earliest date construction would initiate. Assuming the earliest start date for construction represents the worst-case scenario for criteria air pollutant and GHG emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.

## Table 3.3-2. Construction Scenario Assumptions

| Construction Phase | One-Way Vehicle Trips | | | Equipment | | |
|---|---|---|---|---|---|---|
| | Average Daily Worker Trips | Average Daily Vendor Truck Trips | Total Haul Truck Trips | Equipment Type | Quantity | Usage Hours |
| Site Preparation | 18 | 6 | 0 | Rubber Tired Dozers | 3 | 8 |
| | | | | Tractors/Loaders/Backhoes | 4 | 8 |
| Grading | 20 | 6 | 0 | Excavators | 2 | 8 |
| | | | | Graders | 1 | 8 |
| | | | | Rubber Tired Dozers | 1 | 8 |
| | | | | Scrapers | 2 | 8 |
| | | | | Tractors/Loaders/Backhoes | 2 | 8 |
| Building Construction | 430 | 92 | 0 | Cranes | 1 | 7 |
| | | | | Forklifts | 3 | 8 |
| | | | | Generator Sets | 1 | 8 |
| | | | | Tractors/Loaders/Backhoes | 3 | 7 |
| | | | | Welders | 1 | 8 |
| Paving | 16 | 0 | 0 | Pavers | 2 | 8 |
| | | | | Paving Equipment | 2 | 8 |
| | | | | Rollers | 2 | 8 |
| Architectural Coating | 86 | 0 | 0 | Air Compressors | 1 | 6 |

Emissions generated during construction (and operation) of the project are subject to the rules and regulations of the SCAQMD. Rule 403, Fugitive Dust, requires the implementation of measures to control the emission of visible fugitive/nuisance dust, such as wetting soils that would be disturbed. It was assumed that the active sites would be watered at least two times daily in compliance with requirements of SCAQMD standard dust control measures in Rule 403. The application of architectural coatings, such as exterior/interior paint and other finishes, and the application of asphalt pavement would also produce VOC emissions; however, the contractor is required to procure architectural coatings that comply with the requirements of SCAQMD's Rule 1113, Architectural Coatings.[9]

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phase of the project.

[9] SCAQMD Rule 1113, Architectural Coatings, requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.

**Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions**

| Year | VOC | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds Per Day | | | | | |
| 2024 | 3.29 | 32.65 | 31.57 | 0.08 | 10.32 | 5.74 |
| 2025 | 2.74 | 16.78 | 30.53 | 0.08 | 5.97 | 1.98 |
| 2026 | 25.81 | 17.99 | 34.02 | 0.09 | 6.98 | 2.29 |
| 2027 | 3.73 | 25.20 | 44.07 | 0.01 | 6.56 | 2.41 |
| **Peak emissions** | **25.81** | **32.65** | **44.07** | **0.09** | **10.32** | **5.74** |
| *SCAQMD Threshold* | *75* | *100* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** | **No** | **No** |

**Source:** Appendix A-1.
**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.
These estimates reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 3.3-3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, or $PM_{2.5}$ during project construction, and short-term construction impacts would be less than significant.

### Operational Emissions

Emissions from the operational phase of the project and operation of existing land uses were estimated using CalEEMod. Operational year 2027 was assumed following completion of construction.

### Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product VOC emissions were estimated in CalEEMod based on the floor area of buildings and default factor of pounds of VOC per building square foot per day. The CalEEMod default values for consumer products were assumed.

VOC off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the VOC evaporative emissions from the application of surface coatings based on the VOC emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The VOC emissions factor is based on the VOC content of the surface coatings, and SCAQMD's Rule 1113, Architectural Coatings, governs the VOC content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce VOC emissions from the use of these coatings,

primarily by placing limits on the VOC content of various coating categories (SCAQMD 2016). CalEEMod default values were assumed, including the surface area to be painted, the VOC content of architectural coatings, and the reapplication rate of 10% of area per year.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use were estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would be performed) and winter days.

### Mobile Sources

To quantify emissions associated with project operational mobile sources, trip generation rates for the project residential land use are consistent with the traffic study prepared for the project. Trip lengths were modified based on the vehicle miles traveled (VMT) technical memorandum prepared by Urban Crossroads for the proposed project. Project-related traffic was assumed to include a mixture of vehicles consistent with CalEEMod default vehicle fleet assumptions. Emission factors for 2027 (the first full year of project operation) were used to estimate emissions associated with full buildout of the project.

Table 3.3-4 presents the maximum daily emissions associated with operation of the project in 2027 at buildout. The values shown are the maximum summer and winter daily emissions results from CalEEMod. Complete details of the emissions calculations are provided in Appendix A-1.Based on the phased development of the project there would be overlap in emissions between construction and operation of portions of the project. Therefore, per the SCAQMD's comment letter on the Notice of Intent for the project, overlapping construction and operational emissions are combined and compared to the SCAQMD's operational thresholds to determine the level of significance.

**Table 3.3-4. Estimated Maximum Daily Operation Criteria Air Pollutant Emissions**

| Emissions Source | VOC | $NO_x$ | CO | $SO_x$ | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|---|---|
| | Pounds per Day | | | | | |
| **Proposed Project** | | | | | | |
| Area | 11.74 | 6.58 | 38.71 | 0.04 | 0.70 | 0.70 |
| Energy | <0.01 | 0.0154 | 0.01 | <0.01 | <0.01 | <0.01 |
| Mobile | 5.69 | 5.67 | 55.72 | 0.13 | 14.81 | 4.01 |
| **Total Operational** | **17.43** | **12.68** | **94.44** | **0.17** | **15.12** | **4.71** |
| **Peak construction emissions** | **25.81** | **32.65** | **44.07** | **0.09** | **10.32** | **5.74** |
| **Total Operational + Construction** | **43.24** | **45.33** | **138.51** | **0.26** | **25.44** | **10.45** |
| *SCAQMD Threshold* | *55* | *55* | *550* | *150* | *150* | *55* |
| **Threshold Exceeded?** | No | No | No | No | No | No |

**Notes:** VOC = volatile organic compound; $NO_x$ = oxides of nitrogen; CO = carbon monoxide; $SO_x$ = sulfur oxides; $PM_{10}$ = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District; <0.01 = reported value less than 0.01.
See Appendix A-1 for complete results.

As shown in Table 3.3-4, maximum daily operational emissions of VOC, $NO_x$, CO, $SO_x$, $PM_{10}$, and $PM_{2.5}$ generated by the project would not exceed the SCAQMD's significance thresholds, and long-term operational impacts would be less than significant.

As previously discussed, the SCAB has been designated as a federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$. However, as indicated in Tables 3.3-3 and 3.3-4, project-generated construction and operational emissions would not exceed the SCAQMD emission-based significance thresholds for VOCs, $NO_x$, $PM_{10}$, or $PM_{2.5}$.

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

*c) Would the project expose sensitive receptors to substantial pollutant concentrations?*

Less-than-Significant Impact. The project would not expose sensitive receptors to substantial pollutant concentrations, as evaluated below.

### Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The nearest sensitive receptors are residential uses located approximately 90 feet west of the project site.

### Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project because of project activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). Maximum daily emissions would be generated during the site preparation and grading phases. The maximum number of acres disturbed on the peak day was estimated using the *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* (SCAQMD 2014), which provides estimated acres per 8-hour per day per piece of earth-moving equipment. While the project site is greater than 5 acres, based on the SCAQMD guidance, it was estimated that the maximum acres on the project site that would be disturbed by off-road equipment would be 3.5 acre per day for grading and site preparation; therefore, thresholds were developed for 3.5 acres based on the 2 acre and 5 acres provided in the SCAQMD lookup tables.

The project is located within Source-Receptor Area 34 (Central San Bernardino Valley). This analysis applies the SCAQMD LST values for a 3.5-acre site within Source-Receptor Area 34 with a receptor distance of 25 meters (82 feet), which is the shortest available distance provided in the SCAQMD's methodology.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2009). Trucks and worker trips associated with the project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be brief in nature and would cease once the vehicles pass through the main streets.

Off-site emissions from truck trips were limited to 1,000 feet of estimated on-site activity within the LST analysis. The maximum daily on-site emissions generated by construction of the project in each construction year are presented in Table 3.3-5 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 34 to determine whether project-generated on-site emissions would result in potential LST impacts.

## Table 3.3-5. Construction Localized Significance Thresholds Analysis

| | $NO_2$ | CO | $PM_{10}$ | $PM_{2.5}$ |
|---|---|---|---|---|
| | Pounds per Day (On Site) | | | |
| *Maximum* | *32.46* | *33.52* | *10.08* | *5.68* |
| *SCAQMD LST Criteria*[a] | *220* | *1,359* | *11* | *6* |
| **Threshold Exceeded?** | **No** | **No** | **No** | **No** |

**Source:** SCAQMD 2009; Appendix A-1.
**Notes:** $NO_2$ = nitrogen dioxide; CO = carbon monoxide; $PM_{10}$ = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
Maximum on-site emissions occurred during the overlap of the following phases: grading and site preparation.
[a] LST are shown for a 3.5-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source-Receptor Area 34 (Central San Bernardino Valley).

As shown in Table 3.3-5, proposed construction activities would not generate emissions more than site-specific LSTs for $NO_x$, CO $PM_{10}$ and $PM_{2.5}$. Thus, impacts would be less than significant.

### Carbon Monoxide Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

At the time that the SCAQMD Handbook (SCAQMD 1993) was published, the SCAB was designated nonattainment under the CAAQS and NAAQS for CO. In 2007, the SCAQMD was designated in attainment for CO under both the CAAQS and NAAQS because of the steady decline in CO concentrations in the SCAB due to turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities. The SCAQMD conducted CO modeling for the 2003 AQMP[10] (SCAQMD 2003b) for the four worst-case intersections in the SCAB:

(1) Wilshire Boulevard and Veteran Avenue
(2) Sunset Boulevard and Highland Avenue

[10] SCAQMD's CO hotspot modeling guidance has not changed since 2003.

La Cienega Boulevard and Century Boulevard

Long Beach Boulevard and Imperial Highway

At the time the 2003 AQMP was prepared, the intersection of Wilshire Boulevard and Veteran Avenue was the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day. The 2003 AQMP projected 8-hour CO concentrations at these four intersections for 1997 and from 2002 through 2005.[3] From years 2002 through 2005, the maximum 8-hour CO concentration was 3.8 parts per million at the Sunset Boulevard and Highland Avenue intersection in 2002 and the maximum 8-hour CO concentration was 3.4 parts per million at the Wilshire Boulevard and Veteran Avenue in 2002.[4]

Accordingly, CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the project is not anticipated to increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day, a CO hotspot is not anticipated to occur.

Based on these considerations, the project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. This conclusion is supported by the analysis in Section 3.17, which demonstrates that traffic impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the project would result in a less-than-significant impact to air quality with regard to potential CO hotspots.

### Toxic Air Contaminants

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California's TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

In an abundance of caution, a voluntary health risk assessment (HRA) was performed for construction and operation of the project, as discussed below and presented in Appendix A-2, Construction Health Risk Assessment.

The most recent guidance from the Office of Environmental Health Hazard Assessment (OEHHA) is the 2015 Risk Assessment Guidelines Manual (OEHHA 2015), which was adopted in 2015 to replace the 2003 HRA Guidance Manual. The Children's Environmental Health Protection Act of 1999 (Senate Bill [SB] 25), which requires explicit consideration of infants and children in assessing risks from air toxics, required revisions of the methods for both non-cancer and cancer risk assessment and of the exposure assumptions in the 2003 HRA Guidance Manual. Cancer risk parameters, such as age-sensitivity factors, daily breathing rates, exposure period, fraction of time at home, and cancer potency factors were based on the values and data recommended by OEHHA as implemented in Hotspots Analysis and Reporting Program Version 2 (HARP2). SCAQMD's Modeling Guidance for American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) (SCAQMD 2018) and Health Risk Assessment Guidance for Analyzing

Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (SCAQMD 2003c) provide guidance to perform dispersion modeling for use in HRAs within the SCAB.

Health effects from carcinogenic air toxics are typically described in terms of cancer risk. The SCAQMD recommends a carcinogenic (cancer) risk threshold of 10 in one million. Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index (HIC) is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The HIC estimates for all receptor types used the OEHHA-derived calculation method, which uses high end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The HIC is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.[11] A hazard index less than 1.0 means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SCAQMD recommends a HIC significance threshold of 1.0 (project increment) and an acute hazard index of 1.0.

The greatest potential for TAC exposure from project construction and operation is from diesel particulate matter (DPM), as the exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and therefore these are not addressed in this assessment.

The dispersion modeling was performed using AERMOD, which is the model SCAQMD requires for atmospheric dispersion of emissions. AERMOD (Version 21112) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2018).

## Construction Health Risk Assessment

A HRA was performed to evaluate potential health risk associated with construction of the project. The following discussion summarizes the dispersion modeling and HRA methodology; supporting construction HRA documentation, including detailed assumptions, as presented in Appendix A-2.

For risk assessment purposes, $PM_{10}$ in diesel exhaust is considered DPM, originating from off-road equipment operating at a defined location for a given length of time at a given distance from sensitive receptors. Less-intensive, more-dispersed emissions result from on road vehicle exhaust (e.g., heavy-duty diesel trucks). For the construction HRA, the CalEEMod scenario for the project was adjusted to reduce diesel truck one-way trip distances to 1,000 feet (0.19 miles) to estimate emissions from truck pass-by at proximate receptors.

The air dispersion modeling methodology was based on accepted modeling practices of SCAQMD (SCAQMD 2021a). Air dispersion modeling was performed using the EPA's AERMOD Version 21112 modeling system (computer software) with the Lakes Environmental Software implementation/user interface, AERMOD View Version 10.2.1 The HRA followed the OEHHA 2015 guidelines (OEHHA 2015) and SCAQMD guidance to calculate the health risk impacts at all proximate receptors as further discussed below. The dispersion modeling included the use of standard regulatory default options. AERMOD parameters were selected

[11] The HIC estimates for all receptor types used the OEHHA-derived calculation method (OEHHA 2015).

consistent with the SCAQMD and EPA guidance and identified as representative of the project site and project activities. Principal parameters of this modeling are presented in Table 3.3-6.

## Table 3.3-6. American Meteorological Society/Environmental Protection Agency Regulatory Model Principal Parameters

| Parameter | Details |
|---|---|
| Meteorological Data | AERMOD-specific meteorological data for the Fontana Airport air monitoring station (KRAL) was used for the dispersion modeling (SCAQMD 2021b). A 5-year meteorological data set from 2012 through 2016 was obtained from the SCAQMD in a preprocessed format suitable for use in AERMOD. |
| Urban versus Rural Option | Urban dispersion option was selected due to the developed nature of the project area and per SCAQMD guidelines. |
| Terrain Characteristics | The elevation of the site is 1,237 feet (377 meters) above sea level. |
| Elevation Data | Digital elevation data were imported into AERMOD and elevations were assigned to receptors and emission sources, as necessary. Digital elevation data were obtained through the AERMOD View in the United States Geological Survey's National Elevation Dataset format with a resolution of 1/3 degree (approximately 10 meters), consistent with the SCAQMD guidance (SCAQMD 2022). |
| Source Release Characterizations | Air dispersion modeling of DPM emissions was conducted assuming the off-road equipment would operate in accordance with the modeling scenario estimated in CalEEMod (Appendix A-1). The construction equipment and on-site truck travel DPM emissions were modeled as a line of adjacent volume sources across the project site to represent project construction with a release height of 3.4 meters, plume height of 6.8 meters, and plume width of 8.6 meters (EPA 2018). |

Note: AERMOD = American Meteorological Society/Environmental Protection Agency Regulatory Model; SCAQMD = South Coast Air Quality Management District; DPM = diesel particular matter; CalEEMod = California Emissions Estimator Model.
See Appendix A-1.

Regarding receptors, the construction scenario used a 1-kilometer by 1-kilometer Cartesian receptor grid with 50-meter spacing to establish the impact area and evaluate locations of maximum health risk impact (SCAQMD 2021a). Discrete receptors were placed over residential and daycare facilities in closest proximity to the site.

The health risk calculations were performed using the HARP2 Air Dispersion and Risk Tool (dated 22118). AERMOD was run with all sources emitting unit emissions (1 gram per second) to obtain the necessary input values for HARP2. The line of volume sources was partitioned evenly based on the one gram per second emission rate. The ground-level concentration plot files were then used to estimate the long-term cancer health risk to an individual, and the non-cancer chronic health indices. There is no reference exposure level for acute health impacts from DPM, and, thus, acute risk was not evaluated.

Cancer risk is defined as the increase in probability (chance) of an individual developing cancer due to exposure to a carcinogenic compound, typically expressed as the increased chances in one million. Maximum Individual Cancer Risk is the estimated probability of a maximally exposed individual potentially contracting cancer because of exposure to TACs over a period of 30 years for residential receptor locations. For the purposes of this construction HRA, given the less-than-lifetime exposure period, and the higher breathing rates and sensitivity of children to TACs, the cancer risk calculation assumes that the exposure would affect children early in their lives. The 34-month exposure duration was assumed to start during the

third trimester of pregnancy through 34 months of age based on the duration of construction. The exposure pathway for DPM is inhalation only.

The SCAQMD has also established non-carcinogenic risk parameters for use in HRAs since some TACs increase non-cancer health risk due to long-term (chronic) exposures and some TACs increase non-cancer health risk due to short-term (acute) exposures. No short-term, acute relative exposure level has been established for DPM; therefore, acute impacts of DPM are not addressed in the HRA. Chronic exposure is evaluated in the construction HRA. Non-carcinogenic risks are quantified by calculating a hazard index, expressed as the ratio between the ambient pollutant concentration and its toxicity or reference exposure level, which is a concentration at or below which health effects are not likely to occur. The chronic hazard index is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. A hazard index less of than one (1.0) means that adverse health effects are not expected.

The Maximum Individual Cancer Risk and the Chronic Hazard Index for residential receptors because of project construction are presented in Table 3.3-7.

**Table 3.3-7. Construction Health Risk Assessment Results - Unmitigated**

| Impact Parameter | Units | Project Impact | CEQA Threshold | Level of Significance |
|---|---|---|---|---|
| Maximum Individual Cancer Risk–Residential | Per Million | 6.92 | 10 | Less than Significant |
| Chronic Hazard Index–Residential | Index Value | 0.02 | 1.0 | Less than Significant |

**Source**: SCAQMD 2019; Appendix A-2
**Notes**: CEQA = California Environmental Quality Act.

As shown in Table 3.3-7, project construction activities would result in a Residential Maximum Individual Cancer Risk of 6.92 in 1 million, which is less the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.05, which is below the 1.0 significance threshold. Therefore, air quality impacts related to DPM from construction related emissions would be less than significant.

### Health Effects of Criteria Air Pollutants

Construction and operation of the project would generate criteria air pollutant emissions; however, estimated construction and operational emissions would not exceed the SCAQMD mass-emission daily thresholds as shown in Tables 3.3-3 and 3.3-4, respectively. As previously discussed, the SCAB has been designated as a federal nonattainment area for $O_3$ and $PM_{2.5}$ and a state nonattainment area for $O_3$, $PM_{10}$, and $PM_{2.5}$.

Health effects associated with $O_3$ include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2021). VOCs and $NO_x$ are precursors to $O_3$, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and $NO_x$ to regional ambient $O_3$ concentrations is the result of complex photochemistry. The increases in $O_3$ concentrations in the SCAB due to $O_3$ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive $O_3$ concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the $O_3$ ambient air quality standards tend to occur between April and October when solar radiation is highest. The holistic effect of a single project's emissions of $O_3$ precursors is speculative because of the lack of quantitative methods to assess this impact. Because construction and

operation of the project would not result in $O_3$ precursor emissions (i.e., VOCs or $NO_X$) that would exceed the SCAQMD thresholds, as shown in Tables 3.3-3 and 3.3-4, the project is not anticipated to substantially contribute to regional $O_3$ concentrations and their associated health impacts.

Health effects associated with $NO_x$ include lung irritation and enhanced allergic responses (CARB 2021). Construction and operation of the project would not generate $NO_x$ emissions that would exceed the SCAQMD mass daily thresholds; therefore, construction and operation of the project is not anticipated to contribute to exceedances of the NAAQS and CAAQS for $NO_2$ or contribute to associated health effects. In addition, the SCAB is designated as in attainment of the NAAQS and CAAQS for $NO_2$, and the existing $NO_2$ concentrations in the area are well below the NAAQS and CAAQS standards.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2021). CO tends to be a localized impact associated with congested intersections. CO hotspots were discussed previously as a less-than-significant impact. Thus, the project's CO emissions would not contribute to the health effects associated with this pollutant.

Health effects associated with $PM_{10}$ and $PM_{2.5}$ include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2021). As with $O_3$ and $NO_X$, and as shown in Tables 3.3-3 and 3.3-4, the project would not generate emissions of $PM_{10}$ or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the project's $PM_{10}$ and $PM_{2.5}$ emissions are not expected to cause an increase in related health effects for this pollutant.

In summary, construction and operation of the project would not result in exceedances of the SCAQMD significance thresholds for certain criteria pollutants, and potential health effects associated with criteria air pollutants would be less than significant.

In addition, an analysis of the project's potential to exceed the SCAQMD LSTs is presented above. The SCAQMD developed the LST analysis in response to CARB Governing Board's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable NAAQS or CAAQS (which are health protective standards) at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area, project size, and distance to the nearest sensitive receptor. LSTs has been developed for $NO_2$, CO, $PM_{10}$, and $PM_{2.5}$. As presented above, the project's localized construction emissions would not exceed site-specific LSTs. Therefore, impacts would be less than significant.

***d) 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 occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Construction could generate odors from vehicles and/or equipment exhaust emissions. Odors produced would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly and would occur at magnitudes that would not affect substantial numbers of people. As such, construction odors are not anticipated to be a concern.

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Odors are not a concern associated with residential and retail development and are not anticipated to be a concern for this project.

## 3.4 Biological Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IV. BIOLOGICAL RESOURCES** – Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☒ | ☐ | ☐ |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | ☐ | ☐ | ☐ | ☒ |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | ☐ | ☐ | ☒ | ☐ |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | ☐ | ☒ | ☐ | ☐ |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | ☐ | ☐ | ☐ | ☒ |

The following analysis is based on a due diligence biological resource assessment conducted by Dudek Biologist Kimberly Narel on June 20, 2022. This assessment included a review of the latest available relevant reports, maps, soil data, data on biological baselines, special-status habitats, and species distributions to determine those

resources that have the potential to occur within the project site and surrounding 100-foot buffer (study area). Attachments referenced herein are included in Appendix B, Biological Resources Technical Memorandum. These attachments include the biological resources memorandum, aerial figures of the study area location and a biological resources map, a list of special-status biological resources recorded in the region, an inventory of observed species on the study area, and photos taken of the study area during the due diligence site assessment.

The study area is an undeveloped parcel in an urban setting, surrounded by a mixture of commercial and residential development. The study area is bound by Cypress Avenue to the west, Valley Boulevard to the north, I-10 to the south, and Juniper Avenue to the east (Figure 2-1, Project Location). The study area is depicted on Section 19 of Township 1 South Range 5 West on the San Bernardino Principal Meridian.

A field assessment was conducted to characterize the environmental conditions, vegetation communities/land covers, and any common or special-status plants or wildlife (or their habitats) that could be impacted during project implementation. During the field survey, vegetation communities and land covers were mapped according to the California Department of Fish and Wildlife (CDFW) Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities (CDFW 2018) and List of Vegetation Alliances and Associations (CDFW 2020), also referred to as the National Communities List, which is based on A Manual of California Vegetation, Second Edition (Sawyer et al. 2009). Dudek compiled a general inventory of plant and wildlife species detected by sight, calls, tracks, scat, or other field indicators, and determined the potential for special-status species to inhabit the study area. Additionally, Dudek conducted a preliminary investigation of the extent and distribution of jurisdictional waters of the United States regulated by the U.S. Army Corps of Engineers, jurisdictional waters of the state regulated by the Regional Water Quality Control Board (RWQCB), and CDFW jurisdictional streambeds and/or associated riparian habitat. Potential and/or historic drainages and aquatic features were investigated based on a review of U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) database (USFWS 2022), and the Natural Resources Conservation Service's Web Soil Survey (USDA 2022).

Dudek queried the CDFW's California Natural Diversity Database (CDFW 2022), and the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2022) to identify special-status biological resources known to occur in the U.S. Geological Survey Fontana 7.5-minute topographic quadrangle on which the study area is located, and the surrounding eight quadrangles (Guasti, Cucamonga Peak, Devore, San Bernardino North, San Bernardino South, Corona North, Riverside West, and Riverside East).

Three vegetation communities and/or land covers were observed on the study area: non-native grassland, disturbed habitat, and urban/developed land. Stands of ornamental vegetation border the north and south project site boundaries and are associated with adjacent urban development. No native or sensitive vegetation communities are present on the study area. Species diversity was low during the survey and consisted of species expected to occur in urban and developed environments. A total of six native wildlife and 33 plants (8 native, 25 non-native) were observed on the study area (Appendix B, Species Compendium). The study area has been previously graded and is relatively flat, with evidence of prior discing/tiling, and ranges in elevation from 1,110 feet to 1,120 feet above mean sea level (AMSL). Disturbed habitat on the study area is devoid of vegetation but retains a previous surface; it consists of dirt access paths leading to gravel and broken concrete foundation which is used as a semi-truck rest area. Species diversity on the study area is impacted by the amount of surrounding development, onsite disturbances from the semi-truck rest area and lack of native habitats.

Soils onsite have been compacted from prior grading activities, while the western portion of the study area has recently been tilled/disced. According to the Natural Resources Conservation Service Web Soil Survey, the study area occurs within the Southwestern Part of San Bernardino County (CA677) and Tujunga loamy sand, 0 to 5%

slopes, is mapped on the entire study area. However, a portion of the observed surface soils onsite have been compacted and altered from their natural composition via urban development, and no longer support natural habitats. No hydric soils or Delhi fine sands occur on the study area. No wetlands or riparian habitats were observed, and there are no NWI-mapped wetlands on the study area.

*a) 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?*

Less-Than-Significant Impact with Mitigation Incorporated. Based on the results of California Natural Diversity Database and California Native Plant Society database queries, there are 82 special-status plants and 64 special-status wildlife with recorded occurrences in the Fontana 7.5-minute U.S. Geological Survey topographic quadrangle and surrounding eight quadrangles. No special-status plants and wildlife were observed on the study area, and no sensitive or native vegetation communities are present.

Of the 82 special-status plants, 14 of these species have a low potential to occur on the study area due to the presence of limited or low-quality suitable habitats (Appendix B, Special-Status Plant Species with a Potential to Occur on the Study Area). The remaining 68 species are not expected to occur based on an evaluation of species ranges/elevation and known habitat preferences. No special-status plants were determined to have a moderate to high potential to occur on the study area based on an evaluation of species ranges/elevation and known habitat preferences in relation to the low quality, disturbed habitat and soils present onsite. Due to the ongoing disturbances from pedestrian traffic associated with the semi-truck rest area on the study area, as well as previously graded/compacted soils, the limited grassland habitat is of low-quality. Therefore, the project will result in no impact to special-status plants.

Of the 54 special-status wildlife species listed in the California Natural Diversity Database and U.S. Fish and Wildlife Service databases, 40 species were determined to have no potential to occur based on an evaluation of species ranges/elevations and known habitat preferences. No special-status wildlife were determined to have a moderate or high potential to occur on the study area, and 14 special-status wildlife were determined to have a low potential to occur due to limited suitable vegetation (Appendix B, Special-Status Wildlife with a Potential to Occur on the Study Area). None of these species were observed during the biological reconnaissance. In addition, it is unlikely that special-status mammals or reptiles will occupy the low-quality grassland on the study area because it is surrounded by development and fragmented, lacks native vegetation communities, and supports ongoing pedestrian and vehicular disturbances from the semi-truck rest area. As such, species with only a low potential to occur are unlikely to be impacted by the proposed project; therefore, the project would result in a less than significant impact to special-status wildlife.

Although no nesting birds were observed during the due diligence assessment, stands of ornamental trees along the southern and northern project site boundaries could support foraging and nesting opportunities for raptors and migratory birds protected by the Migratory Bird Treaty Act and California Fish and Game (CFG) Code Section 3500. Project-related impacts to nesting and migratory birds protected by the Migratory Bird Treaty Act and CFG Code would be considered significant absent mitigation. To avoid impacts, MM BIO-1 shall be implemented. With implementation of MM BIO-1, potential impacts to migratory and nesting bird species would be less than significant.

MM BIO-1: Nesting Bird Avoidance. The project should avoid the avian nesting season to reduce all potential impact to protected birds and their nests. In the event the project must

commence during the nesting season (February – September), a pre-construction nesting survey should be conducted within 3 days prior to ground disturbing activities to determine the presence/absence of nesting birds. If an active nest is found on the study area, a qualified biologist will establish a buffer around the nest (up to 500 feet for raptors and 300 feet for passerine birds) and ongoing biological monitoring during construction may be required until the nestlings have fledged and the nest is no longer active. The buffer will be established by a biologist based on the sensitivity of the species to disturbance and the proximity to project activities. Construction activities may commence outside of the buffer under the discretion of a monitoring biologist. One the monitoring biologist has determined the nest is no longer active, the buffer can be removed, and construction may continue.

*b) 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 U.S. Fish and Wildlife Service?*

No Impact. The study area occurs in an urban environment and consists of non-native grassland, disturbed habitat, and developed land that lacks any sensitive vegetation communities, natural drainages, or watercourses capable of supporting riparian habitat. Further, due to the lack of natural wetland characteristics including hydrophytic vegetation, hydric soils, and hydrology on the study area, no sensitive riparian community was observed or has the potential to occur within the study area. Therefore, vegetation clearing and grading for construction of the proposed project is anticipated to have no impact on riparian habitat or other sensitive natural communities, and no mitigation is required.

*c) 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?*

Less-Than-Significant Impact. No formal jurisdictional wetland delineation was conducted on the study area. A preliminary assessment of potential jurisdictional waters on the study area determined there are no waterways or drainages within the project site that would be subject to regulatory agency jurisdiction. Additionally, no NWI-mapped 'blue line' wetlands are mapped on the project site. However, the NWI depicts a channelized concrete flood channel along the southern portion of the study area buffer, approximately 60 feet south of the project site boundary footprint (Figure 3.4-1, Biological Resources Map). This flood control channel flows east-west into the West Fontana Channel, a tributary to the San Sevaine Channel and the Santa Ana River, which drains to the Pacific Ocean.

Although proposed construction activities are not anticipated to directly impact or encroach into this concrete flood control channel, short term indirect impacts from construction related to erosion, runoff, and dust could occur. Indirect project impacts to mapped jurisdictional waters and wetlands are considered significant absent mitigation and/or permitting from U.S. Army Corps of Engineers, RWQCB, and/or CDFW. Section 3.10, Hydrology and Water Quality, b) details the Best Management Practices (BMPs) which the project would be required to adhere to during all construction-related activities to prevent indirect impacts caused by ground disturbing activities (i.e., runoff, sedimentation, dust accumulation, etc.). With required implementation of BMPs described in Section 3.10, Hydrology and Water Quality, the proposed project would have a less than significant impact to state and federally protected waters and wetlands.

*d) 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?*

No Impact. The study area is a fragmented parcel of previously graded and disced/tilled land with non-native grassland and stands of ornamental trees in an urban setting. The study area does not occur within any designated wildlife corridors or habitat linkages, nor does it provide opportunities for wildlife movement through the study area to larger habitat blocks in the region, such as the Santa Ana River further south. On a local scale, the study area is fragmented, within an urban setting, and lacks a riparian corridor or other continuing natural habitat that f small to medium sized mammals and reptiles may use to travel locally to other fragmented undeveloped parcels to the south and northeast. Ongoing human activities from the semi-truck rest stop and dirt access paths would also prevent wildlife from using the study area for local or regional movement. In addition,, I-10 is a paved road with consistent high traffic volume that lies immediately to the south of the southernmost project site boundary and would significantly impede local wildlife movement. Further, chain-link fencing surrounding the project site as well as existing surrounding developments serve as habitat barriers that prevent wildlife species from dispersing across the study area into other habitats. As such, the study area does not function as a wildlife corridor or linkage, and construction activities would result in no impact or impediment to regional wildlife movement.

*e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less-Than-Significant Impact with Mitigation Incorporated. The City of Fontana's Tree Preservation and Protection Ordinance (Chapter 38, Article III of the City's Code of Ordinances) regulates the planting, maintenance, preservation, and removal of heritage, significant, and specimen tree species within the city (City of Fontana 2016). The study area contains heritage and significant trees protected by the City of Fontana's Tree Preservation and Protection Ordinance. Specifically, one significant western sycamore (*Platanus racemosa*) occurs on the southeastern project site boundary, adjacent to Juniper Avenue. In addition, one heritage European olive (*Olea europaea*) tree is interspersed with other ornamental trees and a row of Eucalyptus trees along the southern project site boundary. Further, Eucalyptus trees were observed along a chain-link fence that bisects the tilled/disced soils on western portion of the project site from the previously graded ad compacted soil on the central and eastern portions of the project site. Another row of Eucalyptus trees occurs along the northern project site boundary parallel to Valley Boulevard. These may be considered Eucalyptus windrows, and if so, are also considered heritage trees. Project impacts related to local tree preservation ordinances would be considered significant absent mitigation.

Dudek's International Society of Arboriculture (ISA) Certified Arborists performed various tasks associated with surveying, inventorying, and evaluating the condition of the project site's trees (Appendix C, Arborist Report). The report details the physical characteristics, mapped locations, impact, and preservation totals, and recommended protected tree impact mitigation. In summary, the proposed project site is undeveloped with most of the trees scattered throughout the property and within a historic windrow that is primarily located on an adjacent property. The trees on site are comprised of multiple species, including jacaranda (*Jacaranda mimosifolia*), Chinaberry (*Melia azedarach*), California sycamore (*Platanus racemosa*). Australian willow (*Geijera parviflora*), olive, red gum eucalyptus (*Eucalyptus camaldulensis),* and tree of heaven (*Ailanthus altissima*). In total, the 78 trees are located on or immediately adjacent of the project site and consist of 13 heritage trees (red gum Eucalyptus), one significant tee (California sycamore), and 64 other trees as defined by the City of Fontana. In total, 49 of the 78 trees would require removal to

accommodate the proposed project. Of the 49 trees requiring removal, none are recommended for removal based on health (dead). As such, all 49 trees require mitigation in accordance with the Fontana Code of Ordinances. The 49 trees include one protected heritage tree, one significant tree, and 47 other trees. None of the impacted trees are considered candidates for relocation.

In addition to the 49 trees requiring removal, an additional 19 trees would be encroached upon by the project. All 19 encroachment trees are recommended for preservation and protection. The 19 encroachment trees are comprised of eight heritage trees and 11 other trees. Encroachment is an indirect impact expected when soil and roots are disturbed within the tree-protected zone, but the trees will not require removal.

With project implementation of MM BIO-2, direct and indirect impacts related to local policies and ordinances are reduced to a less than significant level.

MM BIO-2: Tree Removal Permit, Protection, Replacement, and Monitoring Program. A tree removal permit must be obtained from the Fontana community development department prior to removal of any heritage or significant tree on the study area. Tree replacement is required and the ratio is dependent on the overall condition and size of the protected trees onsite. Heritage and significant tree preservation on the site is preferred to relocation or replacement. Dudek recommends that the 49 protected and other impacted trees be mitigated (planted and/or and in-lieu fee) with a minimum of 110 trees, as outlined in Appendix C, Arborist Report. Based on a review of the landscape plan, the proposed project would incorporate 146 24-inch box trees (not including 17 24" box palm trees)and 22 48-inch box trees into the post-development landscape. In total, the proposed landscape includes the planting of 168 trees (not including 17 palm trees), which is greater than that required by the Fontana Code of Ordinance and results in 58 additional trees onsite (not including palms). Trees shall be planted in early winter and followed by a 1-year monitoring period, as required by the City. Further, 29 trees on or immediately adjacent to the project site will be retained; of these 29 trees, 10 are dead. As such, any remaining live trees, especially those that would be encroached upon, shall be protected according to the tree protection measures described in Appendix C.

*f) 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. The study area does not occur within any approved, in pross, or implementing Habitat Conservation Plan or Natural Community Conservation Plans for local or regional protection of species and habitats. As such, no impacts to regional habitat conservation plans would occur from construction of the proposed project, and no mitigation is required.

# 3.5 Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **V. CULTURAL RESOURCES** – Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | ☐ | ☒ | ☐ | ☐ |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | ☐ | ☒ | ☐ | ☐ |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | ☐ | ☐ | ☒ | ☐ |

The following analysis is based, in part, on the Archaeological Resources Assessment prepared by Dudek in November 2022, included as Appendix D.

***a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?***

Less-than-Significant Impact with Mitigation Incorporated. As defined by the CEQA Guidelines (14 CCR 15000 et seq.), a "historical resource" is considered to be a resource that is listed in or eligible for listing in the National Register of Historic Places or California Register of Historical Resources (CRHR), has been identified as significant in a historical resource survey, or is listed on a local register of historical resources. Under CEQA, a project may have a significant effect on the environment if it may cause "a substantial adverse change in the significance of an historical resource" (Public Resources Code Section 21084.1; 14 CCR 15064.5(b)). If a site is listed or eligible for listing in the CRHR, or included in a local register of historic resources, or identified as significant in a historical resources survey (meeting the requirements of Public Resources Code Section 5024.1(q)), it is a historical resource and is presumed to be historically or culturally significant for the purposes of CEQA (Public Resources Code Section 21084.1; 14 CCR 15064.5(a)).

According to the historical topographic maps and aerial photographs review, the proposed Project site was depicted as undeveloped as early as 1896. By 1938, the proposed Project site was in use for agricultural purposes and roadways were present. Development within the proposed Project site began as early as the 1940s with the presence of structures scattered throughout the proposed Project site, including the establishment of the formal roadways that border the proposed Project site, including Valley Boulevard, Cypress Road, and Juniper Road. Development and removal of structures/buildings within the proposed Project site continued through to the early 2010s, including the establishment of Washington Drive and a trailer park within the northeastern quadrant of the proposed Project site in 1969. By 2014, the proposed Project site had been subjected to substantial ground disturbance through grading activities and the removal of all buildings/structures, consistent with present-day site conditions.

A review of the California Historical Resources Information System (CHRIS) database records search for the proposed Project site identified 19 resources within the records search area. All 19 resources are historic built environment resources; none of these resources are located within or are adjacent to the proposed Project site. No archaeological resources have been previously recorded within the proposed Project site or within the 1-mile records search area. It is important to note that the entirety of the proposed Project site has not been subject to any previous archaeological investigations. However, at least 20 cultural resource investigations, most including pedestrian surveys, have been conducted within one mile of the proposed Project site none of which resulted in the identification of archaeological resources. An archaeological pedestrian survey of the proposed Project site was conducted and did not result in the identification of archaeological resources within the proposed Project footprint site.

Therefore, the project would not cause a substantial adverse change in the significance of a known historical resource pursuant to §15064.5. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 3.25 feet bgs) to the depths of proposed ground disturbance is unknown. In the event that unanticipated cultural resources are encountered during project implementation, an assessment and evaluation of the resource would be conducted potentially resulting in the determination that the resource is historical in accordance with the definition outlined in §15064.5. As a result, the Project has a potential to impact and thus cause a substantial adverse change in the significance of a yet unknown historical resource.

Thus, mitigation is required to address impacts related to the inadvertent discovery of yet unknown historical resources, as outlined in MM CUL-1, MM CUL-2, MM-CUL-3 and MM CUL-4. MM-CUL-1 requires the development of a Cultural Resource Monitoring and Inadvertent Discovery Plan by a qualified archaeologist. MM CUL-2 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM CUL-3 requires the retention of an on-call qualified archaeologist and a survey of the proposed Project site after the removal of fill soils. MM CUL-4 requires construction work occurring within 100 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM CUL-1, MM CUL-2, MM-CUL-3 and MM CUL-4, potential impacts to historical resources would be reduced to less than significant.

MM-CUL-1 Cultural Resource Conditional Monitoring and Inadvertent Discovery Plan. A qualified archaeologist shall be retained to assess information available (final grading and construction plans, geotechnical testing results, as-built plans, etc.) and determine the depth at which native soils exist and would be impacted by Project implementation. The depth of native soils shall be included in the Plan so as to guide when a pedestrian survey of native soils shall occur after fill soils have been removed. Potential impacts to cultural resources shall be minimized through implementation of pre- and post- construction tasks. Tasks pertaining to cultural resources include the development of a cultural resource inadvertent discovery plan (Plan). The purpose of the Plan is to outline a program of treatment and mitigation in the case of an inadvertent discovery of cultural resources during ground-disturbing phases (including but not limited to preconstruction site mobilization and testing, grubbing, removal of soils for remediation, construction ground

disturbance, construction grading, trenching, and landscaping) and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources throughout the duration of the Project. This Plan shall define the process to be followed for the identification and management of cultural resources in the Project area during construction. Existence of and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities. The Plan shall also include the conditions under which monitoring is required, if at all, based on the results of the pedestrian survey and the manner of facilitation.

MM CUL-2 Workers Environmental Awareness Program. Prior to the start of construction activities, all construction personnel and monitors shall be trained regarding identification and treatment protocol for inadvertent discoveries of cultural resources (archaeological and tribal) and human remains. A basic presentation and handout or pamphlet shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries of cultural resources and human remains. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of materials that may be identified during ground disturbing activities and explain the importance of and legal basis for the protection of human remains and significant cultural resources. Each worker shall also be trained in the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground disturbing activities. These procedures include but are not limited to work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitoring staff.

MM CUL-3 Retention of an On-Call Qualified Archaeologist. A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified project implementation. Additionally, in consideration of the potential to encounter intact cultural deposits beneath fill soils, the qualified archaeologist shall survey the project site once fill soils have been removed to ensure no cultural deposits underly the fill layer. If is determined, based on the aforementioned survey, that cultural resources are present or may be present and may be impacted during project construction, monitoring may be warranted. Additionally, any identified cultural resources shall be assessed and evaluated pursuant to CEQA. If it is determined that monitoring is warranted, a qualified archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards, shall oversee and adjust monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor will be responsible for maintaining daily monitoring logs.

MM CUL-4 Inadvertent Discovery Clause. In the event that potential archaeological resources (sites, features, or artifacts) are exposed during ground disturbing, all construction work occurring not less than 100 feet of the find shall immediately stop and the qualified archaeologist that has been retained on call must be notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the CEQA, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work (e.g.,

preparation of an archaeological treatment plan, testing, data recovery, or monitoring) may be warranted if the resource cannot be feasibly avoided.

In the event that human remains are inadvertently encountered during construction activities, the remains and associated resources shall be treated in accordance with state and local regulations that provide requirements with regard to the discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the Native American Heritage Commission (NAHC) that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains.

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?*

Less-Than-Significant Impact with Mitigation Incorporated. A CHRIS database records search, background research, including a review of a geotechnical report, and an archaeological pedestrian survey were conducted as part of an Archaeological Resources Assessment that was prepared for the project (Appendix D).

A review of the CHRIS records search (completed June 17, 2022) indicates that 20 cultural resource studies have been conducted within 1-mile of the proposed Project site between 1984 and 2014. None of these studies address the proposed Project site. This suggests that the proposed Project site has not been subject to any archaeological investigations, including pedestrian surveys prior to the placement of fill soils. SCCIC records also indicate that 19 cultural resources, all of which are historic built environment resources, have been previously recorded within 1-mile of the proposed Project site, none of which are located within or are adjacent to the proposed Project site. No record of previously recorded historic-period or prehistoric archaeological resources are on file with the SCCIC as being present within proposed Project site.

A review of aerial photographs for all available years indicates that in general, the proposed project site has been subjected to consistent ground disturbance, shifting from agricultural use in the 1930s and transforming steadily to include the development of buildings/structures between the late 1940s to the early 2000s. By 2014, the proposed Project site is shown to be consistent with the present site conditions.

A review of a geotechnical report (Appendix E) prepared for the proposed Project site determined that fill soils were encountered from surface to between 1 and 3.25 feet below existing ground surface within all exploratory boring/infiltration testing locations. Current Project design indicates that the depths of ground disturbance across the proposed project site is 5 feet below the existing ground surface and up to 6 feet below the existing ground surface for underground utilities.

An intensive-level archaeological survey of the proposed project site was conducted November 11, 2022. Ground surface visibility within the proposed project site was variable due to the current site conditions, including presence of dense vegetation, including shrubs and trees, structures (e.g. existing fencing), piles of modern refuse, concrete pad, areas overlaid with gravel, and parked or staged vehicles. Given the site conditions at the time of the survey, ground surface visibility within the proposed project site was variable within each parcel and ranged between non-existent to excellent (see Appendix D of this CEQA Document for a detailed discussion of the survey results for each parcel). Overall, the visible existing surface is comprised of fill soils characterized as typically brown silty sand with scattered rounded fine to coarse gravel and generally loose to medium dense, which are visible within the proposed project site. No cultural materials were observed within the proposed project site as a result of the archaeological pedestrian survey.

It should be noted, however, that the geotechnical study revealed that the proposed project site is predominately covered in fill soils, although the origin of the soils is not known. The presence of fill soils demonstrates that native soils within which cultural deposits might exist in context could not have been observed during the survey; this fact demonstrates that the survey findings are less than reliable. As such, any exposed soils observed during the survey were likely fill soils and not a good representation of the native soils present prior to development/ground disturbing activities.

In consideration of all these factors, the potential to encounter intact deposits containing archaeological resources within soils from the current grade and between 1 and 3.25 feet below existing ground surface is unlikely. However, the potential for intact cultural deposits to exist within native soils (below between 1 and 3.25 feet below existing ground surface) to the depths of proposed ground disturbance is unknown. For these reasons, the proposed project site should be treated as potentially sensitive for archaeological resources. In the event that unanticipated archaeological resources are encountered during project implementation, impacts to these resources would be potentially significant.

Thus, mitigation is required to address impacts related to the inadvertent discovery of archaeological resources during construction, as outlined in MM CUL-1, MM CUL-2, and MM CUL-3 above. MM CUL-1 requires that all project construction personnel participate in a Workers Environmental Awareness Program training for the proper identification and treatment of inadvertent discoveries. MM CUL-2 requires the retention of an on-call qualified archaeologist and a survey of the proposed project site after the removal of fill soils. MM CUL-3 requires construction work occurring within 100 feet of a cultural resource discovery and 100 feet of a human remains discovery be immediately halted until the qualified archaeologist, meeting the Secretary of Interior's Professional Qualification Standards for Archaeology, can assess and evaluate the discovery pursuant to CEQA. Additionally, MM CUL-3 requires the inadvertent discovery clause be included on all construction plans. With implementation of MM CUL-1, MM CUL-2, and MM CUL-3 (above), potentially significant impacts to unknown archaeological resources would be reduced to less than significant with mitigation incorporated.

*c) Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Less-Than-Significant Impact. No prehistoric or historic period burials, including those interred outside of formal cemeteries, were identified within the proposed project site as a result of the CHRIS records search or pedestrian survey. In the event that human remains are inadvertently encountered during ground disturbing activities, they shall be treated consistent with state and local regulations including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e). In accordance with these regulations, if human remains

are found, the County Coroner must be immediately notified of the discovery. No further excavation or disturbance of the project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC that shall notify those persons believed to be the most likely descendant. The most likely descendant shall determine, in consultation with the property owner, the disposition of the human remains. Compliance with these regulations would ensure that impacts to human remains resulting from the proposed project would be less than significant.

# 3.6 Energy

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VI. Energy** – Would the project: | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | ☐ | ☐ | ☒ | ☐ |

***a) 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 Impact. The electricity and natural gas used for construction of the proposed project would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time.

### Construction

#### Electricity

Temporary electric power for as-necessary lighting and electronic equipment (such as computers inside temporary construction trailers) would be provided by Southern California Edison. The electricity used for such activities would be temporary, would be substantially less than that required for project operation, and would have a negligible contribution to the project's overall energy consumption.

#### Natural Gas

Natural gas is not anticipated to be required during construction of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed because of project construction would be

substantially less than that required for project operation and would have a negligible contribution to the project's overall energy consumption.

### Petroleum

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered passenger vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix A-1 lists the assumed equipment usage for each phase of construction.

Fuel consumption from construction equipment was estimated by converting the total carbon dioxide ($CO_2$) emissions from each construction phase to gallons using the conversion factors for $CO_2$ to gallons of gasoline or diesel. Construction is estimated to occur from 2024 to 2027 based on the construction phasing schedule. The conversion factor for gasoline is 8.78 kilograms per metric ton $CO_2$ per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton $CO_2$ per gallon (The Climate Registry 2021). The estimated diesel fuel usage from construction equipment is shown in Table 3.6-1.

**Table 3.6-1. Construction Equipment Diesel Demand**

| Phase | Pieces of Equipment | Equipment $CO_2$ (MT) | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|---|
| Site Preparation | 7 | 50.19 | 10.21 | 4,916 |
| Grading | 8 | 89.96 | 10.21 | 8,811 |
| Building Construction | 9 | 662.11 | 10.21 | 64,849 |
| Paving | 6 | 16.72 | 10.21 | 1,638 |
| Architectural Coating | 1 | 88.08 | 10.21 | 8,627 |
| | | | Total | 88,840 |

**Sources:** Pieces of equipment and equipment $CO_2$ (Appendix A-1); kg/$CO_2$/Gallon (The Climate Registry 2021).
**Notes:** $CO_2$ = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel consumption from worker and vendor trips is estimated by converting the total $CO_2$ emissions from each construction phase to gallons using the conversion factors for $CO_2$ to gallons of gasoline or diesel. Worker vehicles are assumed to be gasoline and vendor vehicles are assumed to be diesel. The project also includes haul truck trips for the export of demolition waste and import of earthwork materials. Calculations for total worker, vendor truck and haul truck fuel consumption are provided in Table 3.6-2.

**Table 3.6-2. Construction Worker and Vendor Gasoline and Diesel Demand**

| Phase | Trips | Vehicle MT $CO_2$ | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|---|
| **Worker (Gasoline)** | | | | |
| Site Preparation | 540 | 2.30 | 8.78 | 261.96 |
| Grading | 660 | 2.81 | 8.78 | 320.05 |
| Building Construction | 245,530 | 1,007.14 | 8.78 | 114,708.43 |
| Paving | 7,568 | 45.68 | 8.78 | 5,202.73 |

**Table 3.6-2. Construction Worker and Vendor Gasoline and Diesel Demand**

| Phase | Trips | Vehicle MT $CO_2$ | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|---|
| Architectural Coating | 2,096 | 5.59 | 8.78 | 636.67 |
| **Vendor (Diesel)** | | | | |
| Site Preparation | 180 | 1.58 | 10.21 | 154.75 |
| Grading | 198 | 1.74 | 10.21 | 170.42 |
| Building Construction | 52,532 | 447.98 | 10.21 | 43,876.59 |
| Paving | 0 | 0 | 10.21 | 0 |
| Architectural Coating | 0 | 0 | 10.21 | 0 |
| | | | Total | 44,202 |

**Sources**: Trips and vehicle CO2 (Appendix A-1); kg/CO2/Gallon (The Climate Registry 2021).
**Notes**: MT = metric ton; CO2 = carbon dioxide; kg = kilogram.

In summary, construction of the project is anticipated to consume 121,130 gallons of gasoline and 133,042 gallons of diesel over the course of 34 months. The project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation, which applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation: (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles; (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled; (3) restricts the adding of older vehicles into fleets starting on January 1, 2014; and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology requirements.

## Operation

### Electricity

The operation of the project would require electricity for multiple purposes, including cooling, lighting, and appliances. Additionally, the supply, conveyance, treatment, and distribution of water would indirectly result in electricity usage. Electricity consumption associated with project operation is based on the CalEEMod outputs and spreadsheet calculations for water, wastewater, and electric forklifts presented in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the heating, ventilation, and air conditioning [HVAC] system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 2,730,571 kilowatt-hours per year during operation (Appendix A-1).

### Natural Gas

The operation would require natural gas for various purposes, including water heating and natural gas appliances. Natural gas consumption associated with operation is based on the CalEEMod outputs in Appendix A-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The energy use from non-residential land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope, such as the HVAC system, water heating system, and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2019 standards, became effective on January 1, 2020. According to these estimations, the project would consume approximately 43,536 thousand British thermal units per year.

### Petroleum

During operations, most of the fuel consumption resulting from the project would involve motor vehicles traveling to and from the project site.

Petroleum fuel consumption associated with motor vehicles traveling to and from the project site is a function of the VMT as a result of project operation. As shown in Appendix A-1 and as discussed in Section 3.3 and Section 3.8, the annual VMT attributable to the project is expected to be 6,630,127 miles. Like the construction worker and vendor trips, fuel consumption from worker and truck trips are estimated by converting the total $CO_2$ emissions from operation of the project to gallons using the conversion factors for $CO_2$ to gallons of gasoline or diesel. Mobile source emissions were estimated using EMFAC2017. Calculations for annual mobile source fuel consumption are provided in Table 3.6-3.

**Table 3.6-3. Operational Annual Mobile Source Petroleum Demand**

| Fuel | Source | Vehicle MT $CO_2$ | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|---|
| Gasoline | Vehicles | 1,807.34 | 8.78 | 205,847 |
| Diesel | Vehicles | 246.45 | 10.21 | 24,139 |
| | | | **Total** | **229,985** |

**Sources:** Trips and vehicle $CO_2$ (Appendix A-1); kg/$CO_2$/Gallon (The Climate Registry 2021).
**Notes:** MT = metric ton; $CO_2$ = carbon dioxide; kg = kilogram

As shown in Table 3.6-3, total petroleum consumption for the project annually is estimated to be 229,985 gallons.[12]

[12] For context, California as a whole is expected to consume approximately 18.0 billion gallons of petroleum per year by 2023 (CARB 2021). Countywide total petroleum use by vehicles is expected to be 1,114 million gallons per year by 2024 (CARB 2021).

## Summary

In summary, although natural gas and electricity usage would increase due to the implementation of the project, the project would be subject to the State Building Energy Efficiency Standards. Although the project would see an increase in petroleum use during construction and operation, vehicles would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts to energy resources during operation would be less than significant.

Over the lifetime of the project, the fuel efficiency of the vehicles being used by the visitors and employees of the project is expected to increase. As such, the amount of gasoline consumed because of vehicular trips to and from the project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted a new approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emission vehicles in California (CARB 2017a). Additionally, in response to SB 375, CARB has adopted the goal of reducing per-capita GHG emissions from 2005 levels by 8% by the year 2020 and 13% by the year 2035 for light-duty passenger vehicles in the SCAG planning area. This reduction would occur by reducing VMT through the integration of land use planning and transportation. As such, operation of the project is expected to use decreasing amounts of petroleum over time, due to advances in fuel economy.

The project would create additional electricity and natural gas demand by adding residential, office and retail facilities. New facilities associated with the proposed project would be subject to the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of non-residential buildings and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The project will meet applicable Title 24 requirements, other renewable energy systems including wind turbine generation, geothermal generation, energy storage and other renewable energy generation features are not considered technically or economically feasible and or demonstrated for a similar project. Additionally, site constraints include limited land availability and incompatibility with land use for large scale power generation facilities as well as unknown interconnection feasibility and compatibility with utility provider systems. For these reasons other onsite renewable energy systems are not considered feasible for the proposed project.

In summary, implementation of the project would increase the demand for electricity and natural gas at the project site and petroleum consumption in the region during construction and operation. However, as the project would be consistent with current regulations and policies, the project would not be wasteful, inefficient, and would not result in unnecessary energy resource consumption. The project's energy consumption demands during construction and operation would conform to the State's Title 24 standards such that the project would not be expected to wastefully use gas and electricity. Since the proposed project would comply with Title 24 conservation standards, the proposed project would not directly require the construction of new energy generation or supply facilities or result in wasteful, inefficient, or unnecessary consumption of energy. Moreover, vehicle usage associated with the project would use less petroleum due to advances in fuel economy and potential reduction in VMT over time. Therefore, impacts would be less than significant.

### Renewable Energy Potential

As part of the Project's design process, the Project Applicant considered how the Project could potentially increase its reliance on renewable energy sources to meet the Project's energy demand. Renewable energy sources that were considered for their potential to be used to power the Project, consistent with the CEC's definition of eligible renewables, include biomass, geothermal, solar, wind, and small hydroelectric facilities.

Given the Project's location in an urban area and the nature of the Project (i.e., a residential and commercial project on approximately 12 acres), there are considerable site constraints including limited land availability, incompatibility with onsite and surrounding land uses for large scale power generation facilities, unknown interconnection feasibility, compatibility with utility provider systems, and no known water or geothermal resources to harness, that would eliminate the potential for biomass, geothermal, and hydroelectric renewable energy to be installed onsite.

Regarding wind power, first, due to the urban nature of the site and surrounding land uses, wind turbines are generally not feasible as it represents an incompatible use. Specifically, a general rule of thumb is to install a wind turbine on a tower with the bottom of the rotor blades at least 30 feet above anything within a 500-foot horizontal radius and to be sited upwind of buildings and trees (APA 2011; NREL 2015), which the project site cannot accommodate. Secondly, ideal places for wind turbines are where the annual average wind speed is at least 9 miles per hour for small wind turbines and 13 miles per hour for utility-scale turbines (EIA 2022), while the yearly average windspeed at the San Bernardino International Airport is 7.2 miles per hour, which is determined to be the most available representative data set for the project site (Weatherspark 2022). As such, wind power was not determined to be feasible for the Project.

Regarding solar power, building roofs would include solar panels, consistent with the requirements of title 24 standards. The exact size of the photovoltaic system will be based on the available roof area and the condition floor area per title 24 standards. While the proposed project does not propose battery storage at the time, the project does not preclude installation of battery storage in the future if determined to be a feasible and compatible land use of the site.

***b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

Less-than-Significant Impact**.** The project would be subject to and would comply with, at a minimum, the California Building Energy Efficiency Standards (24 CCR, Part 6). Part 6 of Title 24 establishes energy efficiency standards for non-residential buildings constructed in California to reduce energy demand and consumption. The non-residential portion of the project would comply with the California code requirements for energy efficiency.

Part 11 of Title 24 sets forth voluntary and mandatory energy measures that are applicable to the project under the California Green Building Standards. California Green Building Standards institute mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. On this basis, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

# 3.7 Geology and Soils

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VII. GEOLOGY AND SOILS** – Would the project: | | | | |
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | ☐ | ☐ | ☐ | ☒ |
| ii) Strong seismic ground shaking? | ☐ | ☐ | ☒ | ☐ |
| iii) Seismic-related ground failure, including liquefaction? | ☐ | ☐ | ☐ | ☒ |
| iv) Landslides? | ☐ | ☐ | ☐ | ☒ |
| b) Result in substantial soil erosion or the loss of topsoil? | ☐ | ☐ | ☒ | ☐ |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | ☐ | ☐ | ☐ | ☒ |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | ☐ | ☐ | ☐ | ☒ |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | ☐ | ☐ | ☒ | ☐ |

The following analysis is based, in part, on the Geotechnical Due Diligence Evaluation for the Proposed Jefferson Fontana Mixed-Use Development, Southwest of the Intersection of Juniper Avenue and Valley Boulevard, City of Fontana, California, prepared by Leighton in June 2022 (Appendix E).

*a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

No Impact. The Alquist-Priolo Zones Special Studies Act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years. The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and no active faults are known to cross the site (Appendix E). The closest known active faults are the San Jacinto Fault Zone, located 6.9 miles east of the project site, and the Cucamonga Fault Zone, located 7.1 miles north of the project site. The nearest potentially active fault to the site is the Fontana Seismic Trend which is located approximately 2.0 miles to the west of the project site (Appendix E). Therefore, no direct or indirect impacts associated with fault rupture would occur.

*ii) Strong seismic ground shaking?*

Less-Than-Significant Impact. Similar to other areas located in the seismically active Southern California region, the City is susceptible to strong ground shaking during an earthquake. However, as previously addressed above in Section 3.7(a)(i), the project site is located 6.9 miles west of the San Jacinto Fault Zone and 7.1 miles south of the Cucamonga Fault Zone. Additionally, the project would be designed in accordance with all applicable provisions established in the current California Building Code, which sets forth specific engineering requirements to ensure structural integrity during a seismic event. Compliance with these requirements would reduce the potential risk to both people and structures with respect to strong seismic ground shaking. Therefore, direct and indirect impacts associated with strong seismic ground shaking would be less than significant.

*iii) Seismic-related ground failure, including liquefaction?*

No Impact. Liquefaction occurs when partially saturated soil loses its effective stress and enters a liquid state, which can result in the soil's inability to support structures above. Liquefaction can be induced by ground-shaking events and is dependent on soil saturation conditions. The County of San Bernardino has mapped the site to be outside of a zone for liquefaction susceptibility (Appendix E). Therefore, no direct or indirect impacts associated with seismic-related ground failure, including liquefaction, would occur.

*iv) Landslides?*

No Impact. The project site and surrounding area are flat and lack any hillsides or topographic features typically susceptible to landslides. According to the City's General Plan EIR, the City is generally flat and not at risk from the threat of landslides (City of Fontana 2018b). Therefore, no direct or indirect impacts associated with landslides would occur.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

Less-Than-Significant Impact. The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of

soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities would comply with all appliable federal, state, and local regulations for soil erosion. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction related wind erosion impacts. For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a stormwater pollution prevention plan (SWPPP), which includes a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including effluent monitoring and compliance, post-construction-period requirements, worker training, and various other measures designed to minimize potential for soil erosion and loss of topsoil. Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2022a). Further, stormwater BMPs would include those recommended by the California Stormwater Quality Association.

In addition to requirements of the Construction General Permit, the project would be required to adhere to relevant construction practices required under the City Municipal Code, including the Jurisdictional Runoff Management Program and Erosion/Sediment Control requirements. With required adherence to these regulations and implementation of the SWPPP and BMPs, project construction would have a less-than-significant impact associated with soil erosion and loss of topsoil.

Upon completion of construction, the multifamily residential complex would improve the project site, reducing the possibility for soil erosion or loss of topsoil compared to current conditions. Collectively, on-site areas, such as landscape areas and parking, the potential for soil erosion and topsoil loss would be reduced compared to existing conditions. The structural and paved improvements would be impervious areas lacking any exposed soils, except for the proposed stormwater biofiltration basins. The landscape areas, although pervious, would contain vegetation that would help stabilize and retain surface soils on the project site. Therefore, impacts would be less than significant.

***c) 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?***

No Impact. As previously discussed above in Section 3.7(a)(iii) and (iv), the project site is not located in an area with potential for seismic hazards. Additionally, the project's geotechnical evaluation concluded that the potential for lateral spreading and subsidence is very low (Appendix E). Therefore, no impacts associated with unstable geologic units or soils would occur.

*d) 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 are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of clay soils present in near surface soils, the higher the potential for soil expansion.

The project's geotechnical evaluation concluded that the project site's soils have a very low expansion potential (Appendix E). Therefore, no impacts associated with expansive soils would occur.

*e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. Wastewater treatment would be provided by Inland Empire Utilities Authority and implementation of the proposed project would not include septic tanks or other alternative wastewater treatment methods. Therefore, implementation of the proposed project would result in no impact associated with soils incapable of supporting septic systems or alternative wastewater treatment methods.

*f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less-Than-Significant Impact. As described in Appendix E, Geotechnical Due Diligence Evaluation, the project site is underlain by artificial fill material over Late Holocene age young alluvial fan deposits consisting predominantly of well-graded sand to silty sand with gravel. Holocene age alluvium has a low probability of encountering fossil remains and is considered to possess a low paleontological sensitivity. Therefore, the proposed project is not anticipated to directly or indirectly destroy a unique paleontological resource or site or unique geological feature. Although not expected to occur, in the event that previously uncovered paleontological resources are encountered during project construction, the construction manager would be required to halt construction activities in the immediate area, in accordance with CEQA Guidelines Section 15064.5(f). A qualified paleontologist would make an immediate evaluation of the significance and appropriate treatment of the resources, in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, and/or curation, as appropriate. Any fossils recovered during treatment shall be deposited to an accredited and permanent scientific institution. A qualified professional paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrates, or botanical paleontology of California, as well as at least one year of full-time professional experience, or equivalent specialized training in paleontological research, (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology. Construction activities may continue on other parts of the construction site while evaluation and treatment of paleontological resources take place, if necessary. Compliance with these existing policies would ensure that impacts to paleontological resources would be less than significant.

# 3.8 Greenhouse Gas Emissions

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **VIII. GREENHOUSE GAS EMISSIONS** – Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less-than-Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include $CO_2$, methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The three GHGs evaluated herein are $CO_2$, $CH_4$, and $N_2O$ because these gases would be emitted during project construction and operation.

The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is $CO_2$; therefore, GWP-weighted emissions are measured in metric tons (MT) of $CO_2$ equivalent ($CO_2e$). Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumed the GWP for $CH_4$ is 25 (i.e., emissions of 1 MT of $CH_4$ are equivalent to emissions of 25 MT of $CO_2$), and the GWP for $N_2O$ is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3, the project is located within SCAQMD jurisdictional boundaries. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Draft Guidance Document—Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved by the Governing Board. However, in December 2008, the SCAQMD adopted an interim 10,000 MT $CO_2e$ per-year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (SCAQMD 2008). The 10,000 MT $CO_2e$ per-year threshold, which was derived from GHG reduction targets established in Executive Order S-3-05, was based on the conclusion that the threshold was consistent with achieving an emissions capture rate of 90% of all new or modified stationary source projects.

The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff on developing GHG CEQA significance thresholds until statewide significance thresholds or guidelines are established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land-use development projects. The most recent proposal issued by SCAQMD, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

**Tier 1.** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

**Tier 2.** Consider whether or not the project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

**Tier 3.** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO2e per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO2e per year), commercial projects (1,400 MT CO2e per year), and mixed-use projects (3,000 MT CO2e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

**Tier 4.** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

**Tier 5.** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The City has not adopted project-specific significance thresholds, To determine the proposed project's potential to generate GHG emissions that would have a significant impact on the environment, the proposed project's GHG emissions were estimated and then compared to the project quantitative threshold

of 3,000 MT $CO_2e$ per year under Tier 3, Option 1. The SCAQMD's interim thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the screening threshold, therefore, the approach would be consistent with SB 32 long-term emissions reduction goal of 80 percent of 1990 levels by 2050.

### Construction Greenhouse Gas Emissions

Construction of the project would result in GHG emissions, which are primarily associated with the use of off-road construction equipment, on-road haul and vendor trucks, and worker vehicles. The SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008) recommends that "construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies." Thus, the total construction GHG emissions were calculated, amortized over 30 years, and added to the total operational emissions for comparison with the GHG significance threshold of 3,000 MT $CO_2e$ per year. The determination of significance, therefore, is addressed in the operational emissions discussion following the estimated construction emissions.

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3. Construction of the project is anticipated to commence in September 2024 and conclude in July 2027 (34 months) On-site sources of GHG emissions include off-road equipment and off-site sources include haul trucks, vendor trucks, and worker vehicles. Table 3.8-1 presents construction GHG emissions for the project from on-site and off-site emission sources.

**Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions**

| Year | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| | Metric Tons per Year | | | |
| 2024 | 232.05 | 0.05 | <0.01 | 234.62 |
| 2025 | 975.11 | 0.09 | 0.04 | 989.48 |
| 2026 | 1,023.05 | 0.09 | 0.04 | 1,037.41 |
| 2027 | 191.67 | 0.04 | <0.01 | 193.83 |
| | | | Total | 2,455.34 |
| | | | Amortized Emissions (over 30 years) | 81.84 |

**Source:** Appendix A-1.
**Notes:** $CO_2$ = carbon dioxide; $CH_4$ = methane; $N_2O$ = nitrous oxide; $CO_2e$ = carbon dioxide equivalent.

As shown in Table 3.8-1, the estimated total GHG emissions during construction of the project would be approximately 2,455 MT $CO_2e$. Estimated project-generated construction emissions amortized over 30 years would be approximately 81 MT $CO_2e$ per year. As with project-generated construction air quality pollutant emissions, GHG emissions generated during construction of the project would be short-term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. Because there is no separate GHG threshold for construction, the evaluation of significance is discussed in the operational emissions analysis in the following text.

### Operational Greenhouse Gas Emissions

CalEEMod Version 2020.4.0 was used to estimate potential project-generated and exiting land use operational GHG emissions from area sources (landscape maintenance), natural gas combustion, electrical generation, water supply and wastewater treatment, solid waste, and off-road equipment (forklifts). As with

the air quality analysis, mobile source GHG emissions were estimated using CalEEMod based on EMFAC2017 emission factors. Emissions from each category—area sources, energy sources, mobile sources, solid waste, water supply and wastewater treatment, and off-road equipment—are discussed in the following text with respect to the project. For additional details, see Section 3.3 for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2027 was assumed to be the first full year of operation following completion of construction.

### Area Sources

CalEEMod was used to estimate GHG emissions from the project's area sources, including operation of gasoline-powered landscape maintenance equipment, which produce minimal GHG emissions. It was assumed that 100% of the landscaping equipment would be gasoline powered. Consumer product use and architectural coatings result in VOC emissions, which are analyzed in air quality analysis only, and low to no GHG emissions.

### Energy Sources

The estimation of operational energy emissions was based on CalEEMod land use defaults and square footage of the project's land uses. For non-residential buildings, CalEEMod energy intensity value (electricity or natural gas usage per square foot per year) assumptions were based on the California Commercial End-Use Survey database. Emissions are calculated by multiplying the energy use by the utility carbon intensity (pounds of GHGs per kilowatt-hour for electricity or 1,000 British thermal units for natural gas) for $CO_2$ and other GHGs.

The current Title 24, Part 6 standards, referred to as the 2019 Title 24 Building Energy Efficiency Standards, became effective on January 1, 2020. The current version of CalEEMod assumes compliance with the 2019 Title 24 Building Energy Efficiency Standards (CAPCOA 2021).

The CalEEMod default energy intensity factor ($CO_2$, $CH_4$, and $N_2O$ mass emissions per kilowatt-hour) were utilized for Southern California Edison. SB X1 2 established a target of 33% from renewable energy sources for all electricity providers in California by December 31, 2020, and SB 100 calls for further development of renewable energy, with a target of 44% by December 31, 2024; 52% by December 31, 2027; and 60% by December 31, 2030. As such, GHG emissions associated with project electricity demand would continue to decrease over time.

### Mobile Sources

All details for criteria air pollutants discussed in Section 3.3 are also applicable for the estimation of operational mobile source GHG emissions. Regulatory measures related to mobile sources include Assembly Bill (AB) 1493 (Pavley) and related federal standards. AB 1493 required that CARB establish GHG emission standards for automobiles, light-duty trucks, and other vehicles determined by CARB to be vehicles that are primarily used for noncommercial personal transportation in the state. In addition, the National Highway Traffic Safety Administration and EPA have established corporate fuel economy standards and GHG emission standards, respectively, for automobiles and light-, medium-, and heavy-duty vehicles. Implementation of these standards and fleet turnover (replacement of older vehicles with newer ones) will gradually reduce emissions from the project's motor vehicles. The effectiveness of fuel economy improvements was evaluated to the extent it was captured in the EMFAC2017 emission factors for motor vehicles in 2027.

### Solid Waste

The project would generate solid waste and therefore, would result in $CO_2e$ emissions associated with landfill off-gassing. CalEEMod default values for solid waste generation were used to estimate GHG emissions associated with solid waste.

### Water and Wastewater

Supply, conveyance, treatment, and distribution of water for the project require the use of electricity, which would result in associated indirect GHG emissions. Similarly, wastewater generated by the project requires the use of electricity for conveyance and treatment, along with GHG emissions generated during wastewater treatment. Water consumption estimates for both indoor and outdoor water use and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod default values.

The estimated operational (year 2027) GHG emissions from area sources, energy usage, motor vehicles, solid waste generation, water usage and wastewater generation, and off-road equipment are shown in Table 3.8-2.

**Table 3.8-2. Estimated Annual Operational Greenhouse Gas Emissions**

| Emission Source | $CO_2$ | $CH_4$ | $N_2O$ | $CO_2e$ |
|---|---|---|---|---|
| | metric tons per year | | | |
| **Proposed Project** | | | | |
| Area | 96.58 | <0.01 | <0.01 | 97.28 |
| Energy | 393.08 | 0.03 | <0.01 | 395.11 |
| Mobile | 2,053.79 | 0.03 | 0.09 | 2,083.22 |
| Solid waste | 33.28 | 1.97 | 0.00 | 82.45 |
| Water supply and wastewater | 102.18 | 0.082 | 0.02 | 128.80 |
| | | | **Project Total** | **2,786.86** |
| | | | *Amortized Construction Emissions* | *81.84* |
| | | | **Proposed Project + Amortized Construction Emissions Total** | **2,868.70** |

**Source:** Appendix A-1.
**Notes:** $CO_2$ = carbon dioxide; $CH_4$ = methane; $N_2O$ = nitrous oxide; $CO_2e$ = carbon dioxide equivalent.

As shown in Table 3.8-2, estimated annual generated GHG emissions would be approximately 2,787 MT $CO_2e$ per year as a result of project operation. Estimated annual operational emissions in 2027 with amortized project construction emissions of approximately 82 MT $CO_2e$ per year would be approximately 2,869 MT $CO_2e$ per year. Annual operational GHG emissions with amortized construction emissions would not exceed the threshold of 3,000 MT $CO_2e$ per year.

*b) Would the project generate 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 result in less-than-significant impacts related to conflicts with GHG emission reduction plans, for the reasons described as follows.

### Potential to Conflict with the San Bernardino County Regional GHG Reduction Plan

The San Bernardino Council of Governments (SBCOG) adopted a Regional GHG Reduction Plan in March 2021 (SBCOG 2021). The GHG Reduction Plan compiled an inventory of GHG emissions and developed reduction measures that could be adopted by the 21 Partnership cities of San Bernardino County. The regional GHG Reduction Plan serves as the basis for cities in the County to develop a more detailed community or local level climate action plan. As discussed in the GHG Reduction Plan, The City of Fontana selected a goal to reduce its community GHG emissions to a level that is 46% below its 2008 emissions by 2030. The City will meet and exceed this goal subject to reduction measures that are technologically feasible and cost-effective through a combination of state (approximately 75%) and local (approximately 25%) efforts. The Pavley vehicle standards, the state's low carbon fuel standard, the renewable portfolio standard, and other state measures will reduce GHG emissions in Fontana's on-road, solid waste, and building energy sectors in 2030. However, the City of Fontana has not adopted a local climate action plan. Nonetheless, the project would comply with or not prevent the City from pursuing the relevant GHG reduction measures and regulations outlined in the Regional GHG reduction Plan, including compliance with applicable Title 24 building standards, and compliance with the City's off-road equipment idling ordinance. The Regional GHG Reduction Plan is not a qualified GHG reduction plan under CEQA Guidelines Section 15183.5. Therefore, this discussion is for informational purposes only and is not determinative of significance.

### Potential to Conflict with the CARB Scoping Plan

The Climate Change Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, and it is not intended to be used for project-level evaluations.[13] Under the Scoping Plan, however, several state regulatory measures aim to identify and reduce GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area-source emissions (e.g., energy usage and high-GWP GHGs in consumer products) and changes to the vehicle fleet (e.g., hybrid, electric, and more fuel-efficient vehicles) and associated fuels, among others. Nonetheless, the project would comply with various GHG emission reduction regulations to the extent they apply to the project's emissions sources including CARB's tractor-trailer GHG regulations and Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines.

### Potential to Conflict with the Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2020–2045 RTP/SCS (Connect SoCal) is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light trucks in the Southern California Region pursuant to SB 375. In addition to demonstrating the Region's ability to attain the GHG emission-reduction targets set forth by CARB, the 2020-2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with various transportation and housing choices while reducing automobile use.

[13] The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

The following strategies are intended to be supportive of implementing the 2020-2045 RTP/SCS and reducing GHGs: focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region (SCAG 2020a). The strategies that pertain to SCAG's support of local jurisdiction sustainability efforts would not apply to the project. The project's potential to conflict with the remaining applicable strategies is presented in the following text.

**Focus Growth Near Destinations and Mobility Options.** One of the strategies within the 2020–2045 RTP/SCS's focuses on growth near existing transit and implementation of first/last mile strategies. The project would not conflict with this strategy of the 2020–2045 RTP/SCS, as the project site is served by passenger rail and bus services. As discussed in Section 3.17 Transportation, the Fontana Metrolink Station, located approximately 1.7 miles north of the project site, would serve as the nearest Metrolink station serving the San Bernardino Line. Omnitrans provides public transit bus service in the City of Fontana. Omnitrans Route 61 is the closest bus route to the project site, with stops along San Bernardino Avenue. The San Bernardino at Cypress Avenue bus stop serves Route 61 and is located 0.5-mile to the north of the project site. The Fontana Metrolink Station connects with Omnitrans Routes 14, 19, 61, and 66.

**Promote Diverse Housing Choices.** The proposed project would comply with this strategy of the 2020–2045 RTP/SCS since it would result in the development of a diverse set of residential units to increase a mix of housing supply options within the City.

**Leverage Technology Innovations.** One of the technology innovations identified in the 2020–2045 RTP/SCS that would apply to the project is the promotion and support of low emission technologies for transportation, such as alternative fueled vehicles to reduce per capita GHG emissions. The project would not conflict with SCAG's ability to implement this strategy because it would include rooftop solar, electric vehicle charging stations, and energy star appliances in compliance with title 24 building standards.

**Promote a Green Region.** The third applicable strategy within the 2020–2045 RTP/SCS, for individual developments, such as the project, involves promoting a green region through efforts such as supporting local policies for renewable energy production and promoting more resource efficient development (e.g., reducing energy consumption) to reduce GHG emissions. The project would support this measure by complying with the title 24 building standards.

Based on the analysis above, the project would be consistent with the SCAG 2020–2045 RTP/SCS.

**Potential to Conflict with SB 32 and Executive Order S-3-05.** Regarding consistency with SB 32 (goal of reducing GHG emissions to 40% below 1990 levels by 2030) and Executive Order S-3-05 (goal of reducing GHG emissions to 80% below 1990 levels by 2050), there are no established protocols or thresholds of significance for that future-year analysis. However, CARB has expressed optimism about both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan: Building on the Framework that "California is on track to meet the near-term 2020 GHG emissions limit and is well-positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014). Regarding the 2050 target for reducing GHG emissions to 80% below 1990 levels, CARB (2014) states the following:

> This level of reduction is achievable in California. In fact, if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under

> Assembly Bill 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050. Additional measures, including locally-driven measures and those necessary to meet federal air quality standards in 2032, could lead to even greater emission reductions.

In other words, CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the 2017 Climate Change Scoping Plan Update, which states (CARB 2017b):

> The Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities.

In addition, the specific path to compliance for the state regarding the long-term, future goals will require development of new technology or other changes that are not currently known or available. As such, identifying ways that the project would be consistent with future goals would be speculative and cannot be meaningfully discussed at this time. However, the proposed project's consistency with current goals, policies, and regulations would assist in meeting the City's contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40 percent reduction target by 2030 and the Executive Order S-3-05 80 percent reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets.

Based on the above considerations, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant, and no mitigation is required.

# 3.9 Hazards and Hazardous Materials

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **IX. HAZARDS AND HAZARDOUS MATERIALS** – Would the project: | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | ☐ | ☒ | ☐ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | ☐ | ☐ | ☒ | ☐ |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | ☐ | ☐ | ☐ | ☒ |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | ☐ | ☐ | ☐ | ☒ |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | ☐ | ☐ | ☐ | ☒ |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | ☐ | ☐ | ☒ | ☐ |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

### Short-Term Construction Impacts

Less-Than-Significant Impact with Mitigation Incorporated. In June 2022, a Phase I Environmental Site Assessment (ESA) (Appendix F-1) was prepared by Leighton in accordance with American Society of Testing and Materials Standards and Standards and Practices for All Appropriate Inquiries. The Phase I ESA covered the entirety of the project site. Based on the results of the research, available data, and a site survey, the Phase I ESA found four recognized environmental conditions that could pose a hazard to future occupants of the project site, which include the following:

- Former agricultural usage on the site
- A leaking container filled with tar-like material was observed on the project site

- A soil pile mixed with demolition debris (concrete and asphalt fragments) was observed on the project site
- Staining observed in the soil in the northwestern and southeastern portions of the project site

Additionally, a former gasoline underground storage tank (UST) was identified as a historic recognized environmental condition (HREC) associated with the site. This gasoline UST was removed from the project site in the late 1970s, and a documented regulatory closure has been completed. No further action is recommended.

Based on the findings of the Phase I ESA, a Limited Phase II ESA (Appendix F-2) was prepared to assess the potential for the release of hazardous substances at the project site associated with the identified recognized environmental conditions. As part of this process, 10 soil borings were taken on the project site. Soil samples were taken across the site to investigate for soil impacts related to former agricultural use. Additional samples were taken beneath the tar container, from the construction debris stockpile, and in areas of stained soil. Soil samples were collected at 0.5 and 1.5 feet below ground surface across the site and below the tar container, six inches below the surface of the construction debris stockpile, and 0.5 and 2 feet below ground surface in areas of stained soil.

The results of the soil testing found that the project site includes primarily nondetectable concentrations of pesticides, VOCs, and hydrocarbons. Except for soil samples collected in the northwestern (SS1-0.5) and southeastern (SS2-0.5) areas of soil staining, the results of the soil investigation did not detect concentrations of the targeted analytes above their respective practical quantitation limits for residential uses of the site (Appendix F-2). Samples collected from the northwestern and southeastern areas of soil staining contain diesel-range total petroleum hydrocarbon concentrations that exceed the allowable limit of total petroleum hydrocarbons in soil in a residential setting. Concentrations of oil- range total petroleum hydrocarbons that exceed the allowable limit of total petroleum hydrocarbons in soil in a residential setting were also present in the southeastern stained area of the project site. The areas of stained soil are each ten feet by ten feet or less. To ensure that this contamination does not threaten the health of future occupants of the project site, MM HAZ-1 shall be required. MM HAZ-1 will require the removal and disposal of the stained soil in the vicinity of soil samples SS1-0.5 and SS2-0.5 prior to grading of the site. Implementation of MM HAZ-1 would ensure that previous contamination would not result in adverse health and safety impacts to workers during construction of the project or to future occupants of the site.

Upon completion of soil remediation efforts in compliance MM HAZ-1, potentially hazardous materials would be handled on the project site as part of project construction. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project.

Although these materials would be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the EPA, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, Caltrans, the

Resource Conservation and Recovery Act, the SCAQMD, and the County Fire Department Hazardous Materials Division. Therefore, short-term construction impacts related to the transport, use, or disposal of hazardous materials would be less than significant with mitigation incorporated.

MM HAZ-1 Prior to the issuance of grading permits, the project applicant shall retain a qualified contractor to remove and dispose of contaminated soil in the northwestern (SS1-0.5) and southeastern (SS2-0.5) areas of soil staining of soil samples, as identified in the July 2022 Limited Phase II Environmental Site Assessment, Proposed Fontana Residential Development, Southwest of the Intersection of Juniper Avenue and Valley Boulevard, Fontana, California, prepared by Leighton, or any updates to that report. The removal, transport, and disposal of refuse shall be done in accordance with all applicable local, state, and federal guidelines related to hazardous materials handling. A summary of the soil removal and disposal activities shall be provided to the City of Fontana within a reasonable timeframe following completion of these activities.

### Long-Term Operational Impacts

Less-Than-Significant Impact. As a primarily residential land use, potentially hazardous materials associated with operation of the project would include those materials typically associated with cleaning and maintenance activities. Although these materials would vary, they would include household cleaning products, solvents, paints, fertilizers, and herbicides and pesticides. Many of these materials are considered household hazardous wastes, common wastes, and universal wastes by the EPA, which considers these types of wastes common to businesses and households and to pose a lower risk to people and the environment than other hazardous wastes when properly handled, transported, used, and disposed of (EPA 2022). Federal, state, and local regulations typically allow these types of wastes to be handled and disposed of under less-stringent standards than other hazardous wastes, and many of these wastes do not need to be managed as hazardous waste.

In addition, any potentially hazardous material handled on the project site would be limited in quantity and concentration, consistent with other similar residential uses located in the City, and any handling, transport, use, and disposal of such material would comply with applicable federal, state, and local agencies and regulations. In addition, as mandated by the Occupational Safety and Health Administration, all hazardous materials stored on the project site would be accompanied by a Materials Safety Data Sheet, which would inform on-site personnel and residents of the necessary remediation procedures in the case of accidental release (OSHA 2012). Therefore, long-term operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

*b) 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?*

Less-than-Significant Impact. Refer to response provided in Section 3.9(a).

*c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact**.** The nearest school to the project site is Cypress Elementary School (9751 Cypress Avenue), which is located approximately 0.4 miles northwest of the project site. Therefore, no impacts associated with emitting or handling hazardous materials within 0.25 miles of a school would occur.

*d) 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, would it create a significant hazard to the public or the environment?*

No Impact**.** The project site is not included on any hazardous waste site lists, including the California Department of Toxic Substances Control's EnviroStor database, the State Water Resources Control Board's GeoTracker site, the Cortese list, or other lists compiled pursuant to Section 65962.5 of the Government Code (CalEPA 2022; DTSC 2022; SWRCB 2022b). Therefore, no impacts associated with hazardous materials sites would occur.

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

No Impact**.** The nearest operational public-use airport to the project site is Ontario International Airport, which is located approximately eight miles west. The project site is not located within an airport land use plan or within two miles of a public use airport. Therefore, the project would not result in excessive noise or safety hazards, and no impact would occur.

*f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The City of Fontana Local Hazard Mitigation Plan was adopted by the City Council in 2018. The City also adopted an Emergency Operations Plan in 2019. No revisions to the adopted EOP would be required as a result of the proposed project. As detailed in Section 3.17, Transportation, a total of four driveways would provide access to emergency services and their vehicles from all sides of the project site. All driveways would be designed to accommodate emergency vehicles and would allow the project site to be safely accessed from any direction and all project site plans would be required to be reviewed and approved by the Fire Department prior to the certificate of occupancy is issued. In addition, the City requires that projects conducting construction work within the City roadway rights of way obtain Traffic Control Permits approved by the City Department of Engineering. The project site would remain accessible to emergency vehicles and emergency access routes during the construction and operation of the proposed project. Therefore, construction and operation of the proposed project would not interfere with implementation of an adopted emergency response plan or emergency evacuation plan, including the City's Local Hazard Mitigation Plan. The impact would be less than significant.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

No Impact. According to California Department of Forestry and Fire Protection's (CAL FIRE) 2008 High Fire Hazard Severity Zones in the Local Response Area map for the City, the project site is not located in an area identified as being susceptible to wildland fire. The project site is in a developed portion of the City, and no wildland–urban interfaces occur in the project area. Therefore, no impacts associated with wildland fire would occur.

# 3.10 Hydrology and Water Quality

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **X. HYDROLOGY AND WATER QUALITY** – Would the project: | | | | |
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | ☐ | ☐ | ☒ | ☐ |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | ☐ | ☐ | ☒ | ☐ |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | | | | |
| i) result in substantial erosion or siltation on- or off-site; | ☐ | ☐ | ☒ | ☐ |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | ☐ | ☐ | ☒ | ☐ |
| iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or | ☐ | ☐ | ☒ | ☐ |
| iv) impede or redirect flood flows? | ☐ | ☐ | ☒ | ☐ |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | ☐ | ☐ | ☐ | ☒ |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | ☐ | ☐ | ☒ | ☐ |

***a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

## Short-Term Construction Impacts

Less-than-Significant Impact. Construction of the project would include earthwork activities that could potentially result in erosion and sedimentation, which could subsequently degrade downstream receiving waters and violate water quality standards. Stormwater runoff during the construction phase may contain silt and debris, resulting in a short-term increase in the sediment load of the municipal storm drain system. Substances such as oils, fuels, paints, and solvents may be inadvertently spilled on the project site and subsequently conveyed via stormwater to nearby drainages, watersheds, and groundwater.

For stormwater discharges associated with construction activity in the State of California, the SWRCB has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs more than one acre or more of soil. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling and excavation. The Construction General Permit requires the development and implementation of a SWPPP, which would include and specify water quality BMPs designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters (in this case, the I-10 Channel, the San Sevaine Channel, the Santa Ana River, and its discharge into the Pacific Ocean) (Appendix G). Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the SWRCB (SWRCB 2022a).

The City of Fontana is a co-permittee under San Bernardino County's National Pollution Discharge Elimination System (NPDES) Permit (No. CAS618036), and as such is required to adhere to the County-wide NPDES permit requirements. Because land disturbance for project construction activities would exceed one acre, the project Applicant would be required to obtain coverage under the Construction General Permit issues by the SWRCB prior to the start of construction within the project site. Specifically, the Construction General Permit requires that the following be kept on site at all times: (i) a copy of the Notice of Intent to Comply with Terms of the General Permit to Discharge Water Associated with Construction Activity; (ii) a waste discharge identification number issues by the SWRCB; (iii) a SWPPP and Monitoring Program Plan for the construction activity requiring the construction permit; and (iv) records of all inspections, compliance and non-compliance reports, evidence of self-inspection, and good housekeeping practices.

The SWPPP requires the construction contractor to implement water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas do not cause degradation of water quality in receiving water bodies. The SWPPP must describe the type, location, and function of stormwater BMPs to be implemented, and must demonstrate that the combination of BMPs selected are adequate to meet the discharge prohibitions, effluent standards, and receiving water limitations are contained in the Construction General Permit. Therefore, short-term construction impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

### Long-Term Operational Impacts

Less-than-Significant Impact. The project would be subject to the municipal stormwater permit, the MS4 Permit, issued to San Bernardino County and incorporated cities within the County by the Santa Ana Regional Water Quality Control Board. The MS4 Permit requires implementation of LID BMPs to prevent pollutants from being discharged off site by mimicking pre-development site hydrology and feasible source control. The LID Ordinance is designed to reduce runoff from impervious surfaces, including new development, through landscape design that promotes water retention, permeable surface design, natural drainage systems, and on-site retention where feasible (RWQCB 2010). These project-specific designs would reduce impacts to water quality associated with redevelopment.

As required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit, a preliminary Water Quality Management Plan (WQMP) was prepared for the project in October 2022 (Appendix G). The WQMP is a post-construction management program that outlines implementation measures to ensure water quality standards are met, including implementation of source control and operational BMPs such as designing landscape to minimize irrigation and runoff; utilizing covered and leak proof trash dumpsters; and sweeping and litter control of loading areas to prevent pollutants from entering runoff. The WQMP would be implemented prior to the issuance of grading/building permits as required by the San Bernardino County Municipal Separate Stormwater Sewer System NPDES Permit. The project would not violate any water quality standards or waste discharge requirements during long-term operation through compliance with the WQMP. Therefore, long-term operational impacts associated with water quality, stormwater drainage, and stormwater runoff would be less than significant.

In summary, project grading and construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills of petroleum products and hazardous substances from equipment. Surface water runoff during project operations would be managed using a proposed underground infiltration system near the southeast corner of the project site. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and water quality impacts would be less than significant.

***b) 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?***

### Groundwater Supplies

Less-than-Significant Impact. The project site is located within the service area of the Fontana Water Company (FWC). The FWC's main water supply is from the Chino, Rialto-Colton, and Lytle Basins, which provided 22,944 acre-foot per year of groundwater on average over the last four years (FWC 2021). The proposed project would connect to existing water lines within Valley Boulevard and Juniper Avenue.

Additionally, according to the project's geotechnical investigation (Appendix E), groundwater was not encountered during test excavations, and historic high groundwater in the vicinity has been recorded greater than 268 feet below grade at nearby wells. As such, the project's subsurface construction activities, which would only extend a few feet below grade, are highly unlikely to encounter groundwater, and dewatering activities are not anticipated to be necessary. Therefore, impacts associated with groundwater supplies would be less than significant.

### Groundwater Recharge

Less-than-Significant Impact. While not developed, the project site is highly disturbed and does not contain a groundwater recharge basin or other facilities that promote groundwater recharge. Thus, under the existing condition, the project site is not considered an important location for groundwater recharge. Following construction, the project site would contain landscape areas and other pervious surfaces that would allow for water to percolate into the subsurface soils compared to the existing conditions. Therefore, impacts associated with groundwater recharge would be less than significant.

*c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

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

Less-than-Significant Impact. Under the existing conditions, the project site is undeveloped and flat. The project would involve grading activities that would bring the project site to a flat grade and the construction of new paved surfaces, residential buildings, and landscape areas. The project would also include a new engineered stormwater drainage system that would feature structural BMPs such as retention facilities to treat and manage stormwater flows. While the project's future drainage conditions would be designed to mimic the existing on-site drainage conditions to the maximum extent practicable, construction activities would inevitably result in changes to the internal drainage patterns of the site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. In addition, the project's structural BMPs would be designed such that any potential sediments collected on site would be captured in retention facilities so that they would not be conveyed to downstream waters and result in siltation (Appendix G). As such, alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater, such that it would not result in substantial erosion or siltation on or off site. Therefore, impacts associated with altering the existing drainage pattern of the project site and erosion or siltation would be less than significant.

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

Less-than-Significant Impact. As discussed above in Section 3.10(c)(i), the project would inevitably result in changes to the internal drainage patters of the project site. However, the project's future storm drain system will be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. As such, alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater.

In addition, according to the Flood Insurance Rate Map No. 06071C8654H for the project area, the project site is located within Zone X, which is defined by the Federal Emergency Management Agency as an area located outside of the 100-year and 500-year flood plains (FEMA 2008). Therefore, impacts associated with altering the existing drainage pattern of the project site and flooding would be less than significant.

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

Less-than-Significant Impact. As previously addressed, the project would inevitably alter the drainage patters of the project site; however, the project would include a new engineered stormwater drainage system that would be designed to conform with applicable federal, state, and local requirements related to drainage, hydrology, and water quality. Alteration of the on-site drainage pattern would be conducted in a manner consistent with all applicable standards related to the collection and treatment of stormwater. Therefore, impacts associated with altering the existing drainage pattern of the project site and stormwater would be less than significant.

*iv) Impede or redirect flood flows?*

Less-than-Significant Impact. The project site is in Zone X, an area of minimal flood hazard per the Federal Emergency Management Agency FIRM panel 06071C8654H effective August 28, 2008 (FEMA 2008). Zone X is defined as an area located outside of the 100-year and 500-year flood plains. In addition, as previously discussed, although internal drainage patterns would be altered as a result of project development, the project would maintain adequate stormwater conveyance as to not result in an increase of surface runoff that would result in flooding on- or off-site associated with the 100-year, 24-hour storm event. Therefore, impacts associated with impeding or redirecting flood flows would be less than significant.

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

No Impact. The project site is located approximately 40 miles east of the Pacific Ocean. Because of the project site's inland location, the project would not be subject to tsunami. Additionally, due to the lack of a larger adjacent perennial waterbody such as a reservoir or lake, the project site would not be susceptible to seiche. Further, the project site's flat topography and lack of nearby hillside would eliminate any impact-related mudflow. Therefore, the project would not risk release of pollutants due to inundation associated with these natural phenomena, and no impacts would occur.

*e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Less-than-Significant Impact. Refer to responses provided in Section 3.10(a) and 3.10(b). The project would comply with regional and local regulations requiring preparation of a SWPPP and would not obstruct existing water quality control plans or groundwater sustainable management plans. The proposed project would provide an on-site stormwater detention basin, which would help the City sustainably manage groundwater levels. Therefore, impacts associated with conflict with a water quality control plan or sustainable groundwater management plan would be less than significant.

# 3.11 Land Use and Planning

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XI. LAND USE AND PLANNING** – Would the project: | | | | |
| a) Physically divide an established community? | ☐ | ☐ | ☐ | ☒ |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☐ | ☒ |

***a) Would the project physically divide an established community?***

No Impact. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal or a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the 11.6-acre project site is currently vacant. It is not used as a connection between established communities. Instead, connectivity within the area surrounding the project site is facilitated via local roadways and pedestrian sidewalks. Therefore, no impacts associated with physical division of an established community would occur.

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

No Impact. The City's General Plan designated the project site for WMXU-1 uses and the site is zoned for Form-Based Code (FBC) Valley Gateway District, per the City's Zoning Code. The proposed project would be consistent with Article III, Division 3, Section 30-359 and Section 30-370 of the City's Zoning and Development Code. Section 30-359 states that a residential use within mixed-use development having a commercial component is a permitted use by right subject to design review by the Planning Commission or administrative site plan review by the Director of Community Development (City of Fontana 2022). This zoning is consistent with the Walkable Mixed-Use Corridor and Downtown land use designation of the General Plan (City of Fontana 2018a). Per the City's Zoning and Development Code, Valley Gateway District "is intended to encourage pedestrian and transit-oriented development. Land uses should include a mixture of housing types, retail and services, general and medical office, entertainment and education." As the project includes a mix of residential and retail land uses, the project would not conflict with the existing land use and zoning designations. Section 30-370 of the City's Zoning and Development Code states that residential or mixed-used uses in the Valley Gateway District allows a maximum density of 39 units per acre, and a minimum density of 20 units per acre. The project proposes a density of 38.9 units per acre, and therefore would be consistent with Section 30-370 of the City's Zoning and Development Code. As such, the project would be consistent with the City's General Plan and Zoning and Development Code and no impacts would occur.

# 3.12 Mineral Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XII. MINERAL RESOURCES** – Would the project: | | | | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | ☐ | ☐ | ☐ | ☒ |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | ☐ | ☐ | ☐ | ☒ |

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

No Impact**.** According to the City's General Plan, no known deposits of precious gemstones, ores, or unique or rare minerals have been identified within the vicinity of the project site (City of Fontana 2018a). Thus, no impact would occur in this regard.

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

No Impact**.** There are no known mineral resources located on or near the project site. Accordingly, no impact to the availability of a regionally or locally important mineral resource would occur.

# 3.13 Noise

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIII. NOISE** – Would the project result in: | | | | |
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | ☐ | ☒ | ☐ | ☐ |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | ☐ | ☐ | ☐ | ☒ |

***a) 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?***

Less-Than-Significant Impact with Mitigation Incorporated. Construction noise is considered a short-term impact and would be considered significant if construction activities exceed, during the allowable hours of operation as permitted by the City, the Federal Transit Administration's (FTA) advisory threshold of 80 dBA (A-weighted decibel) $L_{eq}$ over an 8-hour daytime period at a residential land use. Noise-sensitive land uses in the vicinity of the project include residences to the south, east, and north of the project site.

Two calculation scenarios were analyzed and described as follows:

- Usage of the shortest activity-to-receptor distance for the loudest equipment type and quantity associated with the studied construction phase, with less noisy equipment types at successive distance increments of 50 feet; and
- An "acoustic centroid" approach, akin to the FTA general assessment technique for estimating construction noise, whereby all listed equipment for a construction phase is represented by a common location at the geographic center of the studied construction zone or area.

Using the Roadway Construction Noise Model-emulating model, the predicted noise level exposures from the proposed construction activities at the nearest studied residential receptors are summarized in Table 3.13-1. Details of the modeling input and output are provided in Attachment C of Appendix H.

## Table 3.13-1. Construction Noise Model Results Summary

| Construction Phase | Construction Noise at Nearest Sensitive Receptor Distances (dBA 8-hour $L_{eq}$) | |
|---|---|---|
| | Nearest Distance (20 feet) | Acoustic Center (450 feet) |
| *Site Preparation* (dozer, tractor) | 86 | 64 |
| *Grading* (excavator, grader, dozer, scraper, backhoe) | 87 | 64 |
| *Building Construction* (crane, man-lift, generator, backhoe, welder/torch) | 86 | 62 |

**Table 3.13-1. Construction Noise Model Results Summary**

| Construction Phase | Construction Noise at Nearest Sensitive Receptor Distances (dBA 8-hour $L_{eq}$) | |
|---|---|---|
| | Nearest Distance (20 feet) | Acoustic Center (450 feet) |
| *Architectural Coating* (air compressor) | 84 | 59 |
| *Paving* (concrete mixer truck, paver, backhoe, roller) | 80 | 50 |

**Notes:** See Attachment C of Appendix H for complete results.

As discussed in Appendix H, the City's Noise Ordinance does not establish quantitative construction noise standards; however, Section 430.469-Noise of the City's Municipal Code restricts noise-generating construction activities to the hours from 7:00 a.m. to 6:00 p.m. The construction contractor would thus be required to comply with these noise regulations prescribing the hours allowed for construction activity. Were the FTA guidance limit of 80 dBA $L_{eq}$ to be applied as a standard, Table 3.13-1 informs that the predicted noise level exposure at the offsite noise sensitive receptor closest to the construction boundary (i.e., a distance of only 20 feet) is 87 dBA and exceeds this standard by 7 dB. Hence, despite construction activity hours complying with City regulations, project construction noise impacts could be significant without mitigation. Mitigation measure (MM) NOI-1 below is subsequently presented to address this potentially significant impact and would be expected to reduce construction noise to levels that are compliant with the FTA-based criterion of 80 dBA 8-hour Leq.

### On-Site Operational Noise

Implementation of the project would result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of additional outdoor HVAC equipment. These sources may affect noise-sensitive vicinity land uses off the project site.

#### Rooftop HVAC

Based on the available architectural and mechanical roof plans and other design information for the proposed project, there are a number of residential HVAC units on each of the residential and commercial project buildings, with a total of 441 units. Rooftop HVAC reference sound levels were available from the design plans and "product data" information submittals.

#### Sound Propagation Prediction

The aggregate noise emission from these outdoor-exposed HVAC sound sources has been predicted with the Datakustik CadnaA sound propagation program. Table 3.13-2 presents the predicted aggregate noise level exposures from these operating HVAC systems at each of five (5) nearby offsite noise-sensitive receptors (i.e., existing residences). Predicted levels shown in Table 3.13-2 range between 32 to 36 dBA hourly $L_{eq}$, which is below the City's noise standard of 45 dBA $L_{eq}$ for single-family residential properties. Figure 3 of Appendix H displays the location of the studied noise-sensitive receptors and noise contours.

**Table 3.13-2. Stationary Operations Noise Modeling Results**

| Studied Noise-Sensitive Receptor (approximate address) | Predicted Project-Attributed Noise Exposure Level at Nearby Noise-Sensitive Receptors |
|---|---|
| | Project HVAC (dBA hourly $L_{eq}$) |
| R1 (10050 Juniper Ave) | 35 |
| R2 (10050 Juniper Ave) | 36 |
| R3 (10050 Juniper Ave) | 36 |
| R4 (10050 Juniper Ave) | 34 |
| R5 (16592 Washington Dr) | 32 |

**Note:** $L_{eq}$ = equivalent continuous sound level (time-averaged sound level); dBA = A-weighted decibels; HVAC = heating, ventilating, and air-conditioning. See Figure 3 of Appendix H for locations of studied noise-sensitive receptors.

Aggregate noise emission from continuously operating outdoor-exposed rooftop air-conditioning units is expected to be below the City of Fontana (City) exterior noise threshold of 65 dBA $L_{eq}$.

### Parking Lot Activity

A comprehensive study of noise levels associated with surface parking lots was published in the Journal of Environmental Engineering and Landscape Management (Baltrënas et al. 2004). The study found that average noise levels during the peak period of use of the parking lot (generally in the morning with arrival of commuters, and in the evening with the departure of commuters), was 47 dBA at 1 meter (3.3 feet) from the outside boundary of the parking lot. The project parking spaces are located throughout the project area, including directly adjacent to noise sensitive receptor property lines. Since parking lot noise is considered transient, the hourly $L_{eq}$ would not exceed the City's noise standard of 45 dBA at the nearest noise sensitive property line.

Therefore, noise impacts associated with onsite sources (HVAC and parking lot activity) would be less than significant.

### Project-Generated Off-Site Traffic Noise

The project is expected to generate a total of 2,170 trips to the roadway system. As shown in Table 1 of the project's Transportation Technical Memorandum, during the PM peak-hour, approximately 184 vehicles are estimated to enter or exit the project site. Utilizing this information, as well as additional traffic data shown in Attachment D of Appendix H, an emulator based on the FHWA's Highway Traffic Noise Prediction Model RD-77-108 was used to estimate potential noise impacts at adjacent noise-sensitive uses. Consistent with Caltrans guidance (Caltrans 2013), this analysis assumes 80% of the average daily time (ADT) occurs during daytime hours (7:00 a.m. to 7:00 p.m.), 5% during the evening (7:00 p.m. to 10:00 p.m.), and 15% during the nighttime (10:00 p.m. to 7:00 a.m.). The truck percentages used in the noise model for existing arterials were 2.0% medium trucks and 1.0% heavy trucks, generally consistent with similar studies where such arterial roadways accept truck traffic.

The change in roadway noise levels was predicted for two conditions: existing and existing plus project. Traffic noise level predictions presented in Table 3.13-3 are calculated for the Valley Boulevard – Cypress Avenue to Juniper Avenue roadway segment bounded by intersections within the project area.

**Table 3.13-3. Predicted Roadway Noise Change – Existing plus Project**

| Modeled Roadway Segment | Existing (2022) Noise Level (dBA CNEL) | Existing (2022) Plus Project Noise Level (dBA CNEL) | Project-Related Noise Level Increase (dBA) |
|---|---|---|---|
| Valley Blvd: Cypress Ave – Juniper Ave | 69.2 | 69.6 | 0.4 |

**Source**: Attachment D of Appendix H
**Note:** Community Noise Equivalent Level = CNEL

In the context of community noise (i.e., outside of a controlled environment) a change in noise levels of less than 3 dBA is not perceptible to the average human listener. Additionally, based upon the FICON thresholds presented in Section 3.1.2 of Appendix H, an increase of less than 5 dBA when the ambient sound level is less than 60 dBA day/night average sound level ($L_{dn}$) /Community Noise Equivalent Level (CNEL)less than 3 dBA when the ambient sound level is less than between 60 and 65 dBA $L_{dn}$/CNEL, or less than 2 dBA when the ambient sound level is greater than 65 dBA $L_{dn}$/CNEL would not be substantial.

Project-attributed traffic would cause increases in roadway volumes or trips on Valley Boulevard and Juniper Avenue, but not at levels expected to yield significant impacts. Using the information from Section 5.3.1 of Appendix H, the predicted change in roadway traffic noise from Valley Boulevard will be less than 0.4 dB, which would be considered an imperceptible difference and thus a less than significant impact—especially in an urban environment with existing noise levels expected to already exceed 65 dBA.

### Conclusion

As described above, project-attributed construction noise exposure levels at the nearest offsite residential land uses would have the potential to exceed an FTA guidance-based threshold and thereby cause a significant impact; however, implementation of MM NOI-1 would reduce construction noise levels to be within this adopted daytime threshold for construction to reduce impacts to be less than significant with mitigation incorporated. Additionally, all operational noises from the project were determined to be less than significant.

MM NOI-1Reduce Construction Noise Levels. The applicant and/or project contractor shall implement the following measures:

- All construction equipment must have appropriate sound muffling devices, which shall be properly maintained and used at all times such equipment is in operation.
- The project contractor shall place stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate on-site equipment staging areas so as to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during the construction period.
- All noise producing construction activities, including warming-up or servicing equipment and any preparation for construction, shall be limited to the hours between 7:00 a.m. and 6:00 p.m.
- A minimum eight (8) foot tall temporary noise barrier shall be erected along the southern Project site property line where the property line is adjacent to the nearest noise sensitive receptor.

With implementation of MM NOI-1 above and as further indicated in Appendix H, an 8'-tall temporary noise barrier (e.g., typical plywood sheeting or suspension of acoustical blankets) would reduce construction noise to below 80 dBA at all nearby offsite noise-sensitive receptors. Therefore, implementation of MM NOI-1 would reduce construction noise impacts to a less-than-significant level.

*b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. The closest distance between anticipated vibration-producing construction equipment (e.g., a roller) and offsite residential structures appears to be at least 20 feet, which according to FTA prediction methodology would be adequate for attenuating ground-borne vibration to levels that, per FTA or Caltrans guidance with respect to building damage risk and occupant annoyance, would not exceed relevant criteria and thus be a less than significant impact. In detail, the groundborne vibration propagation expression appearing in Section 5.2 can be used with FTA reference data for a roller (0.21 inches per second [ips] peak particle velocity [PPV] at 25 feet) as follows:

$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.29 = 0.21 * (25/20)^{1.5}$

The predicted 0.29 ips PPV for the on-site roller is less than the threshold for structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction and less than 0.4 ips PPV with respect to occupant annoyance. Therefore, impacts associated with groundbourne vibration would be less than significant.

*c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. The nearest public airport is well over 5 miles away, and there are no apparent private airfields in the project vicinity. Therefore, project worker or future residence exposure to aviation traffic noise is not expected. No impacts related to aircraft and airport-related noise would occur.

# 3.14 Population and Housing

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

***a) 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. According to SCAG's 2020–2045 RTP/SCS growth forecast, the City is projected to add approximately 75,700 people, 26,300 households, and 18,400 jobs in the future, based on regional demographic and economic assumptions (SCAG 2020b). Specifically, SCAG's forecast indicated the population will increase from the 2016 population of 211,000 to the projected 2045 population of 286,700 (an increase of 36%).

The project would directly induce population growth in the City by constructing a 437-unit multifamily residential community on a property that is currently designated for mixed-uses. According to SCAG, the average household size in the City is 4.0 persons (SCAG 2019). Using this factor of 4.0 persons per household, the project could support a residential population of approximately 1,748 persons. By comparison to SCAG's growth forecast, the project's 1,748 additional residents would represent 2.3% of the projected growth in the City. As such, the project's direct population growth does not constitute a substantial unplanned population growth within the City.

The project would not lead to significant indirect growth, as the project does not propose substantial infrastructure improvements that would allow for additional unplanned growth in the area. It is noted that the surrounding area has already been developed for residential and commercial uses, and the project site is designated and zoned for residential supporting mixed-uses. As such, direct impacts to population growth would be less than significant. Therefore, impacts related to substantial population growth would be less than significant.

***b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. Given that no residential uses are located on the project site, the project would not displace existing housing, nor would it impede future residential development potential. Therefore, no impacts associated with the displacement of people or housing would occur.

# 3.15 Public Services

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XV. PUBLIC SERVICES** – Would the project: | | | | |
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: | | | | |
| Fire protection? | ☐ | ☐ | ☒ | ☐ |
| Police protection? | ☐ | ☐ | ☒ | ☐ |
| Schools? | ☐ | ☐ | ☒ | ☐ |
| Parks? | ☐ | ☐ | ☒ | ☐ |
| Other public facilities? | ☐ | ☐ | ☒ | ☐ |

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

***Fire protection?***

Less-Than-Significant Impact. Fontana Fire Protection District (FFPD) provides fire protection services within the City of Fontana. Emergency response, administrative and support services are provided through a contractual agreement with the San Bernardino County Fire Department (City of Fontana 2018b). There are seven fire stations that provide fire and emergency medical services to the City (City of Fontana 2018b). The nearest fire station is Fontana Station #72 (15380 San Bernardino Avenue), which provides fire protection services to the project site and is located approximately 1.6 miles northwest of the project site. According to the City's General Plan EIR, the areas designated for development in the General Plan Update are already within the service area of the Fontana Fire Protection District (City of Fontana 2018b).

Based on the proximity of the project site to other residential developments, and since the project site is in a developed part of the City that is within the service area of the FFPD, it is anticipated that the project could be served without adversely affecting personnel-to-resident ratios, response times, or other performance objectives. Additionally, incremental impacts would be mitigated through payment of development mitigation fees for fire facilities (City of Fontana 2018b). Further, FFPD must review this project to ensure that adequate

fire flow would occur at the project site as a part of the project review and approval process. Therefore, impacts associated with the need for new or expanded FFPD facilities would be less than significant.

*Police protection?*

Less-Than-Significant Impact. The Fontana Police Department provides police protection services within the City of Fontana (City of Fontana 2018b). According to the City's General Plan EIR, law enforcement protection for the City will increase as the population increases (City of Fontana 2018b). The project site is located within existing patrol routes, and the police station (17005 Upland Avenue) is located approximately 2.2 miles northeast of the project site.

Based on the proximity of the project site to other residential developments, and since the project site is in a developed part of the City that is within the service area of the Fontana Police Department, it is anticipated that the project could be served without adversely affecting personnel-to-resident ratios, response times, or other performance objectives. Additionally, incremental impacts would be mitigated through payment of the Development Impact Fee's law enforcement component. Therefore, impacts associated with the need for new or expanded Fontana Police Department facilities would be less than significant.

*Schools?*

Less-Than-Significant Impact. The City of Fontana is primarily served by two public school districts: the Fontana Unified School District (FUSD) and the Etiwanda School District. In addition to these two school districts, small areas of Fontana are covered by the Colton Joint Unified School District, the Chaffey Joint Union High School District, and the Rialto School District. The project site is within the boundaries of the Fontana Unified School District, and the assigned resident schools are Cypress Elementary School (grades K–5), Truman Middle School (grades 6–8), and Citrus High School (grades 9–12) (FUSD 2019).

According to the California Department of Education, during the 2021/2022 school year, Cypress Elementary School had 621 students enrolled, Truman Middle School had 1,010 students enrolled, and Citrus High School had 310 students enrolled (CDE 2022). The Comprehensive Facilities Master Plan for the FUSD indicates that these schools have a district standard capacity of 968 students, 988 students, and 806 students, respectively (FUSD 2015). As such, enrollment at Truman middle school was slightly over standard capacity during the 2021/2022 school year.

The estimated school generation rates for the project are as follows based on the generation rates included in the FUSD's Developer Fee Justification Study (FUSD 2022) [14]:

- The project would generate approximately 83 elementary school students
- The project would generate approximately 31 middle school students
- The project would generate approximately 57 high school students

Additionally, the project would be subject to SB 50, which requires the payment of mandatory impact fees to offset any impact to school facilities. In accordance with SB 50, the project applicant would pay its fair share of school impact fees based on the number of proposed dwelling units and square footage per Government Code Section 65995(h). Specifically, FUSD charges developer fees for multifamily units of $4.79 per square

[14] Refer to Table 5: Projected Enrollment for student generation factors (FUSD 2022).

foot of assessable space (FUSD 2022). Per Government Code Section 65996, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Therefore, impacts associated with the need for new or expanded school facilities would be less than significant.

***Parks?***

Less-Than-Significant Impact. The project would include a 437-unit multifamily residential complex that would house approximately 1,748 residents. At least a portion of these residents are anticipated to patronize various public parks and recreational facilities located in proximity to the project site. However, the project would include park and recreation amenities that would support some of the new residents' park and recreation needs. Additionally, the project would be required to comply with the payment of development impact fees to enhance park and recreation facilities within the City. Further, the project is consistent with the underlying land use and zoning anticipated for the project site, and the City's long-range park planning projects would accommodate for project residents to use various recreational facilities throughout the City. Therefore, impacts associated with the need for new or expanded park facilities would be less than significant.

***Other public facilities?***

Less-Than-Significant Impact. As previously stated, the project would include amenities that would support some of the new residents' other public facility needs. The project would incrementally add to the existing demand for library services. These incremental needs are mitigated through the payment of the Development Impact Fee, which contains a library component. Payment of Development Impact Fee is deemed adequate mitigation for the project as it will offset future demand generated by potential new residents. Therefore, impacts associated with the need for new or expanded public facilities would be less than significant.

## 3.16 Recreation

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

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

Less-Than-Significant Impact. The City maintains over 40 parks, sports facilities, and community centers separated into four "Areas." The project site is located within Area 3 of the City's Parks and Recreation Facilities. City parks and recreational facilities within Area 3 closest to the project site include Veterans Park, Jack Bulik Park, and the Jack Bulik Center (City of Fontana 2023).

The City's General Plan Conservation, Open Space, Parks, and Trails Element established a minimum standard of 5 acres of public parkland per 1,000 persons. The City currently has 1359.3 acres of park and recreation land, resulting in 5.7 acres of park and recreation land per 1,000 residents (City of Fontana 2018a). The project would include a 437-unit multifamily residential complex that would house approximately 1,748 residents. At least a portion of these residents are anticipated to patronize various public parks and recreational facilities located in proximity to the project site. Thus, project development would create a demand for 8.74 acres of parkland based on the City's five acres per 1,000 residents standard. Due to the current surplus of park and recreation land within the City, this standard of five acres per 1,000 residents would remain met with implementation of the project.

Additionally, the project would include park and recreation amenities that would support some of the new residents' park and recreation needs. As described in Section 2, Project Description, the project would include a recreation building, pool areas, fire pits, lounge areas, a dog park, and other miscellaneous amenities divided between the eastern and western portions of the site (Figure 2-4, Site Plan). Additionally, the project would be required to comply with the payment of development impact fees to enhance park and recreation facilities within the City. Further, the project is consistent with the underlying land use and zoning anticipated for the project site, and the City's long-range park planning projects would accommodate for project residents to use various recreational facilities throughout the City. Therefore, impacts associated with the increased use of existing recreational facilities would be less than significant.

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

Less-Than-Significant Impact. The project site is vacant with no existing recreational facilities on or near the project site and is designated for multifamily residential use. The project would not include any recreational facilities beyond those installed for resident and resident guest use only. These on-site amenities would be within the project site and are part of the project. Any potential environmental impacts related to the construction and operation of these on-site recreational amenities are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical impacts beyond those already disclosed in this document would occur because of implementation of the project's on-site recreational facilities. Therefore, impacts associated with the construction or expansion of recreational facilities would be less than significant.

# 3.17 Transportation

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

This section analyzes the potential impacts of the project based on CEQA Guidelines Section 15064.3(b), which focuses on newly adopted criteria (VMT) for determining the significance of transportation impacts. Pursuant to SB 743, the focus of transportation analysis changed from level of service (LOS) or vehicle delay to VMT. The related updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. This new methodology was required to be used statewide beginning July 1, 2020. The City of Fontana's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (2020) include the local guidelines and procedures for implementation of the provisions of CEQA and general plan consistency requirements related to levels of service or operational analysis.

***a) 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.

### City of Fontana General Plan Community Mobility and Circulation Element

The following goals were developed and included in the General Plan Community Mobility and Circulation Element to expand the options for transit, bicycle, and pedestrian mobility within the City (City of Fontana 2018a):

Goal 1. The City of Fontana has a comprehensive and balances transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement (Policies 1.1 through 1.4).

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 (Policies 2.1 through 2.2).

Goal 3. Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City (Policies 3.1 through 3.2).

Goal 4. The neighborhood streets of Fontana maintain a residential character and support a range of transit options (Policies 4.1 through 4.2).

Goal 5. Fontana's commercial and mixed-use areas include a multi-functional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality (Policies 5.1 through 5.2).

Goal 6. The city has attractive and convenient parking facilities, including electric charging station, for both motorized and non-motorized vehicles that meet needs that fit the context (Policies 6.1 through 6.2).

Goal 7. The City of Fontana participates in shaping regional transportation policies to reduce traffic congestion, pollution, and greenhouse gas emissions (Policies 7.1 through 7.4).

## Roadway Network

The project site is located on the southwest corner of Valley Boulevard and Juniper Avenue. A description of the nearby roads serving the site is provided below.

**I-10** is the southernmost east-west, cross-county highway on the American Interstate Highway System. I-10 originates in Santa Monica, California, and travels eastward through the southwestern and southeastern states of the country, then terminates in Jacksonville, Florida. In the project vicinity, I-10 is a 10 lane (five lanes in each direction) freeway facility with interchanges at Sierra Avenue and Citrus Avenue.

**Sierra Avenue**, oriented in a north-south direction, is a six-lane roadway classified as a Major Highway on the City's Mobility and Circulation Element. In the project vicinity, Sierra Avenue has raised medians and has a single-point interchange at I-10, and it primarily serves access to several retail shopping centers and Kaiser Permanente Hospital. On-street parking is not permitted on either side of the roadway, and the posted speed limit is 40 miles per hour (MPH).

**Valley Boulevard** in the project vicinity is an east-west, four-lane divided (raised and painted medians) roadway that runs through the cities of Fontana, Rialto and Bloomington. Valley Boulevard is classified as a Major Highway by the City. Per the City's Mobility and Circulation Element, Major Highways may have up to six lanes in most situation. However, east of the project site, Valley Boulevard has five lanes with two or three lanes occurring in either direction. West of the project site, Valley Boulevard is generally four lanes with on-street parking permitted on both sides of the street. The posted speed limit in the project vicinity is 45 MPH.

**Juniper Avenue**, oriented in a north-south direction, is classified as a Collector Street north of Valley Boulevard, and has an undetermined roadway functional class south of Valley Boulevard, along the project's frontage. Juniper Avenue is a roadway with a single lane in each direction and has no posted speed limit along the project's frontage. This segment of Juniper Avenue (south of Valley Boulevard) primarily serves as an access road to the parking lots of the existing Inland Empire Center shopping mall.

**Cypress Avenue** in the project vicinity is a north-south, four-lane divided roadway that crosses over I-10 without direct interchange access. It is classified as a Collector Street north of Valley Boulevard, and a Secondary Highway south of Valley Boulevard. North of Valley Boulevard Cypress Avenue transitions to a

two-lane roadway as it continues north into existing residential neighborhoods. On-street parking is not permitted south of Valley Boulevard but permitted north of Valley Boulevard. There is no posted speed limit south of Valley Boulevard.

Citrus Avenue, oriented in a north-south direction, is classified as a Modified Secondary Highway north of Valley Boulevard, classified as a Major Highway from Valley Boulevard to Slover Avenue, and a Secondary Highway south of Slover Avenue. Citrus Avenue is generally a four-lane roadway, however between Valley Boulevard and Slover Avenue (i.e., over I-10), Citrus Avenue has three northbound lanes and two southbound lanes. On-street parking is permitted north of Valley Boulevard only. The posted speed limit is 40 MPH.

### City of Fontana Active Transportation Plan

The 2017 Fontana Active Transportation Plan (ATP) is used to implement infrastructure improvements for better connectivity throughout Fontana, to surrounding cities, and to the region, by providing safe and comfortable walking and biking linkages.

### Transit, Bicycle, and Pedestrian Facilities

The project site is served by passenger rail and bus services. The Fontana Metrolink Station, located approximately 1.7 miles north of the project site, would serve as the nearest Metrolink station serving the San Bernardino Line.

Omnitrans provides public transit bus service in the City of Fontana. Omnitrans Route 61 is the closest bus route to the project site, with stops along San Bernardino Avenue. The San Bernardino at Cypress Avenue bus stop serves Route 61 and is located approximately 0.5-mile to the north of the project site. The Fontana Metrolink Station connects with Omnitrans Routes 14, 19, 61, and 66. Project construction would not require the temporary or permanent relocation of bus stops nor interfere with the existing services. Therefore, development of the project would not conflict with the existing bus routes or bus stops. Impacts to transit would be less than significant.

There are existing Class II striped bike lanes, which provides an exclusive roadway space for cyclists, demarcated through pavement marking and signage currently exists along Citrus Avenue and Cypress Avenue between Valley Boulevard and Slover Avenue. Per the *City of Fontana 2017 ATP,* Valley Boulevard is proposed to have a Class II striped bike lane.

Pedestrian connection to the surrounding residential developments is provided via existing public sidewalks along Juniper Avenue and Valley Boulevard in the vicinity of the Project. The intersection of Juniper Avenue and Valley Boulevard currently provides crosswalks along the northern, western, southern, and eastern legs which provides pedestrians safe and convenient access from the Project site across Juniper Avenue and/or Valley Boulevard. The existing sidewalk system within the Project vicinity provides direct connectivity to the surrounding residential communities, as well as public transit along San Bernardino Avenue.

### Conclusion

The project would not be inconsistent with any program, plan, or policy related to the above-mentioned goals nor would it preclude the City from implementing adopted transportation-related programs, plans, or policies. Since SB 743 went into effect, consistency with LOS is not part of the CEQA impact assessment. However,

the City of Fontana requires separate LOS-base traffic analysis to demonstrate that the traffic added by the project would maintain mobility performance goals outlined in the City's General Plan. As such, the LOS-based traffic study was submitted to the City under separate cover for review and approval.

The project would not conflict with any plans or policies regarding existing or proposed bicycle or pedestrian facilities in the study area and would be consistent with the City's General Plan Community Mobility and Circulation Element and ATP. As discussed above, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

***b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

Less-Than-Significant Impact. On September 27, 2013, SB 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under CEQA. SB 743 required the Governor's Office of Planning and Research to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under the new transportation guidelines, LOS, or vehicle delay, will no longer be considered an environmental impact under CEQA. The Governor's Office of Planning and Research recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

The Updated CEQA Guidelines state that "*…generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts…*" and define VMT as "*…the amount and distance of automobile travel attributable to a project…*." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). Other relevant considerations may include the effects of the project on transit and non-motorized travel.

The City released VMT specific TIA guidelines on October 21, 2020, detailing the City's methodology for SB 743 compliance. Per the City's guidelines, *"…a VMT analysis should be conducted for land use projects as deemed necessary by the Traffic Division and would apply to projects that have the potential to increase the average VMT per service population (e.g., population plus employment) compared to the County's boundary."* Additionally, *"…these guidelines are based on the SBCTA SB743 Implementation Study, which provides options for both methodologies and VMT screening. The methodologies and significance thresholds presented [in the City's guidelines] are based on SBCTA recommendations from the Implementation Study."*

## VMT Project Screening

The following screening criteria have been used in the project's VMT assessment, consistent with the City's TIA Guidelines for VMT and LOS Analysis. Per the City's guidelines, the VMT screening was conducted using

the San Bernardino County Transportation Authority (SBCTA) (online) VMT Screening Tool. The results of the VMT screening analysis from the online tool are provided in Attachment A.

- **Step 1: Transit Priority Area (TPA) Screening:** *Projects located within a TPA[15] may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may NOT be appropriate if the project:*
  - *Has a Floor Area Ratio (FAR) of less than 0.75*
  - *Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)*
  - *Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)*
  - *Replaces affordable residential units with a smaller number of moderate- or high-income residential units*

As shown in Attachment A, the VMT screening tool indicates that the proposed project is located within a TPA. However, the bus routes nearest to the project are OmniTrans Route 61 with 20-minute headways; Route 19 with 60-minute headways; and, Route 82 with 60+ minute headways. Also, only Route 61 is ½ mile or less from the project site. Therefore, although the screening tool indicates the project site is within a TPA, the bus routes have been verified to not have 15 minutes, or less, headways. As such, the project cannot be screened out using the proximity to transit availability criteria.

- ***Step 2: Low VMT Area Screening:*** *Residential and office projects located within a low VMT- generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.*

The SBCTA VMT screening tool was used to determine whether the proposed project would be located in a low VMT-generating area. Per the City's guidelines, a low VMT-generating area is determined as 15% below the baseline County of San Bernardino VMT per resident, per worker, or per service population.

As shown in Table 3.17-1, the VMT per resident for the project TAZ is 7.4, and the County of San Bernardino VMT per resident is 16.0. Therefore, the TAZ would be 53.6% below the County's threshold, which would meet the required 15% below baseline screening criteria established in the City's guidelines. As such, the proposed project can be screened out using this criterion. However, under VMT per Service Population (SP), the project TAZ is 84.1, and the County VMT per SP is 33.4. Therefore, the TAZ would be 151.5% above the baseline criteria and would not screen out using this criterion.

[15] The City of Fontana TIA Guidelines for VMT and LOS Analysis defines a TPA as a half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor, per the definitions below:
Pub. Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.")
Pub. Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

## Table 3.17-1. Summary of Project TAZ VMT

| Base Year (2023) | VMT |
|---|---|
| **PA VMT per Resident**[1] | |
| Project TAZ (53727301) | 7.4 |
| Jurisdiction | 16.0 |
| **% Difference (Project TAZ – Jurisdiction)** | **-53.6%** |
| Threshold | 13.6 |
| **OD VMT per Service Population**[1] | |
| Project TAZ (53727301) | 84.1 |
| Jurisdiction | 33.4 |
| **% Difference (Project TAZ – Jurisdiction)** | **151.5%** |
| Threshold | 28.4 |

**Source:** SBCTA VMT Screening Tool output (attached)

**3** The TAZ of the project currently does not contain any existing residential uses so the reported VMT per Resident and VMT per SP may not be representative of the TAZ.

However, it should be noted that the TAZ of the project currently does not contain any existing residential uses so the reported VMT per Resident and VMT per SP may not be representative of the TAZ. Therefore, the parcels and their corresponding TAZs of adjacent existing multifamily residential uses similar to the proposed project were also analyzed for VMT per resident and VMT per SP to provide an accurate assessment of residential VMT in the project's TAZ. These existing parcels and their land uses are:

- Paseo Verde Apartments: 10050 Juniper Avenue, located adjacent to, and north of the proposed project, across Valley Boulevard.
- Peachtree Apartments: 16775 San Bernardino Avenue, located northeast of the proposed project, near the southeast corner of Juniper Avenue/San Bernardino Avenue.
- Juniper Village: 16700 Marygold Avenue, located northeast of the proposed project, at the northeast corner of Juniper Avenue/Marygold Avenue.
- Park Village Apartments: 10033 Juniper Avenue, located northeast of the proposed project, across from the Paseo Verde Apartments.

Tables 3.17-2, 3, and 4 summarize the VMT per Resident and VMT per SP for those adjacent parcels and TAZs with existing similar multifamily residential units.

### Table 3.17-2. VMT of Paseo Verde Apartments Parcel north of Project

| Base Year (2023) | VMT |
|---|---|
| **PA VMT per Resident** | |
| Project TAZ (53727201) | 13.0 |
| Jurisdiction | 16.0 |
| **% Difference (Project TAZ – Jurisdiction)** | **-18.8%** |
| Threshold | 13.6 |
| **OD VMT per Service Population** | |
| Project TAZ (53727201) | 27.8 |
| Jurisdiction | 33.4 |
| **% Difference (Project TAZ – Jurisdiction)** | **-16.9%** |
| Threshold | 28.4 |

**Source:** SBCTA VMT Screening Tool output (attached)

### Table 3.17-3. VMT of Peachtree Apartments and Juniper Village Parcels northeast of Project

| Base Year (2023) | VMT |
|---|---|
| **PA VMT per Resident** | |
| Project TAZ (53727101) | 10.2 |
| Jurisdiction | 16.0 |
| **% Difference (Project TAZ – Jurisdiction)** | **-35.9%** |
| Threshold | 13.6 |
| **OD VMT per Service Population** | |
| Project TAZ (53727101) | 28.5 |
| Jurisdiction | 33.4 |
| **% Difference (Project TAZ – Jurisdiction)** | **-14.9%** |
| Threshold | 28.4 |

**Source:** SBCTA VMT Screening Tool output (attached)

**Table 3.17-4. VMT of Park Village Apartments Parcel northeast of Project**

| Base Year (2023) | VMT |
|---|---|
| **PA VMT per Resident** | |
| Project TAZ (53727101) | 10.2 |
| Jurisdiction | 16.0 |
| **% Difference (Project TAZ – Jurisdiction)** | **-35.9%** |
| Threshold | 13.6 |
| **OD VMT per Service Population** | |
| Project TAZ (53727101) | 28.5 |
| Jurisdiction | 33.4 |
| **% Difference (Project TAZ – Jurisdiction)** | **-14.9%** |
| Threshold | 28.4 |

**Source:** SBCTA VMT Screening Tool output (attached)

Based on review of the VMT of the adjacent parcels and TAZs with existing multifamily residential units similar to those of the proposed project, those residential land uses within those TAZs generate low VMT per Resident and low VMT per SP. This is due to the proximity of the existing complementary residential, retail, and employment uses, and the proximity of existing transit stops along Sierra Avenue. The complementary uses surrounding the project site include the existing apartment complexes listed above, the adjacent Inland Empire Center shopping mall, other retail/commercial/restaurant uses adjacent to Sierra Avenue/Valley Boulevard, and the Kaiser Permanente Medical Center (employment).

Therefore, the proposed multifamily units (project) would also generate similar levels of low VMT, and the project can be screened out using the Low VMT Area Screening criteria, and impacts to VMT would be less than significant.

- ***Step 3: Low Project Type Screening:*** *Local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel.*

  The City's guidelines identify several local serving land uses; however, the proposed project is primarily a residential project with a relatively small retail component (4,200 square feet). Therefore, the project cannot be screened out from further VMT analysis using this criterion.

- ***Step 4: Project net daily trips less than 500 ADT:*** *Projects that generate fewer 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. Appendix B, City of Fontana SB 743 Small Project Testing, provides additional discussion and analysis regarding the application of the 500 ADT screening criteria and how it has been established within the context of CEQA.*

  *Projects which generate less than 500 ADT include the following:*

  - *Single family residential – 52 Dwelling Units or fewer*
  - *Multi-family residential – 68 Dwelling Units or fewer*
  - *General Office – 51,000 square feet or less*

- *Light Industrial – 100,000 square feet or less*
- *Warehousing – 287,000 square feet or less*
- *High-Cube Fulfillment Center Warehouse – 357,000 square feet or less*

The proposed project is the construction and development of 464 multifamily DUs and 4,200 square feet of retail/commercial uses, estimated to generate 2,336 ADT as shown in Table 1. Therefore, the proposed project would exceed the 500 ADT screening threshold and cannot be screened out from further VMT analysis using this criterion.

### Conclusion

As the proposed project meets one of the four screening criteria (Low VMT Area Screening) established in the City's TIA Guidelines for VMT and LOS Analysis, a project-level detailed VMT analysis would not be required, and project impacts to VMT would be less than significant.

***c) 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 project would be developed within the vacant and undeveloped property, with the addition of roadway modifications, sidewalk improvements, and driveways. The project would complete the unimproved southern half-section of Valley Boulevard and provide a continuous connection of the existing lane geometries on either side of the project site, three eastbound through lanes east and west of the project site. In addition, there will be adequate space to stripe the proposed Class II bike lanes as indicated in the ATP. The proposed project would not introduce any new driveways along Valley Boulevard but would utilize the existing driveway and drive aisle along the west side of the project side, shared with the existing thrift store and church to the west (approximately 750-feet west of the Valley Boulevard/Juniper Avenue intersection). The access would remain stop controlled, right-turn in and right-turn out only. All other driveways would be stop controlled. Additionally, a driveway would be provided along Juniper Avenue, and would be aligned with the existing shopping mall access to the east (approximately 300-feet south of the Valley Boulevard/Juniper Avenue intersection) and would be full access (all movements permitted). These two driveways would comprise the primary driveways and main access points for the project site. Secondary driveways would be provided for exiting traffic only in areas with low traffic volumes, along Washington Drive (approximately 800-feet east of Paul Balbach Drive), and along another access driveway along Juniper Avenue (approximately 600-feet south of the Valley Boulevard/Juniper Avenue intersection).

The existing access along Valley Boulevard would remain right-turn in and right-turn out, thereby minimizing critical left-turn movements on Valley Boulevard. The west driveways along Juniper Avenue would be served by the adjacent signal at Valley Boulevard/Juniper Avenue which would efficiently serve critical left-turn movements to/from the project site, including the associated retail uses of the proposed project. All queue storage areas within the project site would adequately support the expected level of traffic, and the main egress/ingress would be split largely between the two primary driveways (along Valley Boulevard and Juniper Avenue).

### Conclusion

The design of the proposed project, including all egress/ingress, driveways, roadway modifications, would be designed according to all relevant City guidelines and would be reviewed by the City's Public Works/Engineering Department. All driveways would have adequate queue storage areas, would be perpendicular to existing roads, and would not cause hazards due to a geometric design feature. All driveways would provide adequate line of sight for vehicles entering and exiting the project site. Further, the proposed project is a mixed-use development with residential and commercial uses and would not result in land uses that would be incompatible with the existing land uses surrounding the project site, which consist mainly of commercial and residential uses. Therefore, impacts regarding increases in hazards due to geometric design features or incompatible uses would be less than significant.

*d) Would the project result in inadequate emergency access?*

Less-Than-Significant Impact. As discussed previously, the proposed project would provide a total of four driveways that would also provide access to emergency services and their vehicles from all sides of the project site. All driveways would be designed to accommodate emergency vehicles and would allow the project site to be safely accessed from any direction. All project site plans would be required to be reviewed and approved by the Fire Department prior to the certificate of occupancy is issued. The project site would remain accessible and would have a limited impact on emergency vehicles and emergency access routes during the construction and operation of the proposed project.

### Conclusion

The proposed project would provide multiple access points, with a total of four driveways, each from different sides of the project site. All driveways would be accessible by emergency vehicles, and the project site would remain accessible during construction and operation of the site. Therefore, impacts regarding the project resulting in inadequate emergency access would be less than significant.

## 3.18 Tribal Cultural Resources

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XVIII. TRIBAL CULTURAL RESOURCES** | | | | |
| Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of 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. | ☐ | ☒ | ☐ | ☐ |

The evaluation of potential impacts to Tribal Cultural Resources is based on the findings resulting from tribal consultation conducted by the City, as the lead agency, as well as the findings of the Archaeological Resources Assessment conducted by Dudek in 2022 (Appendix D).

## Assembly Bill 52

AB 52 of 2014 amended PRC Section 5097.94 and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 established that tribal cultural resources must be considered under CEQA and also provided for additional Native American consultation requirements for the lead agency. PRC Section 21074 describes a tribal cultural resource as a site, feature, place, cultural landscape, sacred place, or object that is considered of cultural value to a California Native American Tribe. A tribal cultural resource (TCR) is either:

- On the CRHR or a local historic register;
- Eligible for the CRHR or a local historic register; or
- 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 PRC Section 5024.1.

AB 52 formalizes the lead agency–tribal consultation process, requiring the lead agency to initiate consultation with California Native American groups that are traditionally and culturally affiliated with the project area, including tribes that may not be federally recognized. Lead agencies are required to begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report by contacting those tribal groups who have previously provided formal written request for notification of projects under the agency's jurisdiction.

Section 1 (a)(9) of AB 52 establishes that "a substantial adverse change to a tribal cultural resource has a significant effect on the environment." Effects on TCRs should be considered under CEQA. Section 6 of AB 52 adds Section 21080.3.2 to the PRC, which states that parties may propose mitigation measures "capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to a tribal cultural resource." Further, if a California Native American tribe requests consultation regarding project alternatives, mitigation measures, or significant effects to TCRs, the consultation shall include those topics (PRC Section 21080.3.2[a]). Finally, the environmental document, for which the tribal consultation is focused, and the mitigation monitoring and reporting program (where applicable), developed in consideration of

information provided by tribes during the formal consultation process, shall include any mitigation measures that are adopted (PRC Section 21082.3[a]).

### Assembly Bill 52 Consultation

The project is subject to compliance with AB 52 (PRC 21074), which requires consideration of impacts to TCRs as part of the CEQA process, and that the lead agency notify California Native American Tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. All NAHC-listed California Native American Tribal representatives that have requested project notification pursuant to AB 52 were sent letters by the City on January 17, 2023, via certified mail (NOTE: the letters were mistakenly dated February 17, 2023). The notification letters contained a project summary, an invitation to consult, a Project site plan, and contact information for the appropriate lead agency representative. Table 3.18-1 summarizes the results of the AB 52 process for the Project.

**Table 3.18-1. Assembly Bill 52 Native American Tribal Outreach Results**

| Native American Tribal Representatives | AB 52 Delivery Method and Date of Notification from City to Tribe | Response to City Notification Letters | Consultation Date and Notes |
|---|---|---|---|
| Andrew Salas, Chairperson Gabrieleño Band of Mission Indians – Kizh Nation | **January 17, 2023** via certified mail letter | **February 6, 2023** | **March 1, 2023:** The Tribe emailed the City and requested consultation through email and stated they would send over "substantial evidence" and mitigation measures.<br>**March 14, 2023:** The Tribe emailed the City and provided Mitigation Measures to the City.<br>**March 23, 2023** – Consultation meeting occurred between the City and the Tribe.<br>**March 29, 2023** – The Tribe emailed the City and provided documentation for the City's review including requested mitigation measures<br>**June 26, 2023 –** The Tribe emailed the City following up on their previous email dates March 29, 2023.<br>**June 28, 2023** – The City emailed the Tribe and provided their determination and City's standard tribal resources Conditions of Approval.<br>**June 28, 2023** – The Tribe emailed City asking if the City would be implementing the Tribe's suggested mitigation measures.<br>**July 6, 2023** – The City and emailed the Tribe and stated that City's standard tribal resources Conditions of Approval would be implemented for the Project. |

## Table 3.18-1. Assembly Bill 52 Native American Tribal Outreach Results

| Native American Tribal Representatives | AB 52 Delivery Method and Date of Notification from City to Tribe | Response to City Notification Letters | Consultation Date and Notes |
|---|---|---|---|
| | | | **July 6, 2023** – The Tribe emailed the City asked to be provided the City's standard tribal resources Conditions of Approval.<br>**July 6, 2023** – The Tribe emailed the City providing documentation as attachments.<br>**August 29, 2023** – The Tribe emailed the City providing documentation both in the email body and as attachments.<br>**August 29, 2023** – The City emailed the Tribe thanking the Tribe for its involvement in consultation and provided the City's determination that in the absence of substantial evidence demonstrating the potential for significant impacts to tribal cultural resources, the City has nevertheless included presentation of tribal cultural resources as a condition of approval for the Project.<br>**September 7, 2023** – The tribe emailed the City and provided requested mitigation measures |
| Anthony Morales, Chief-San Gabriel Band of Mission Indians | **January 17, 2023** via certified mail letter | None | As no response was received, consultation was assumed declined. |
| Joseph Ontiveros, Cultural Resource Director-Soboba Band of Luiseno Indians | **January 17, 2023** via certified mail letter | None | As no response was received, consultation was assumed declined. |
| Lee Claus, Director of Cultural Resources-San Manuel Band of Mission Indians | **January 17, 2023** via certified mail letter | None | As no response was received, consultation was assumed declined. |
| Jessica Mauck, Director of Cultural Resources San Manuel Band of Mission Indians | **January 17, 2023** via certified mail letter | **March 2, 2023** – Tribe contacted the City via email. | **March 2, 2023**– The Tribe emailed the City and requested a copy of cultural reports generated from the project and requested mitigation measures. The mitigation measures provided by the Tribe are consistent with the City's standard conditions of approval. |
| Michael Mirelez, Cultural Resources Coordinator-Torres | **January 17, 2023** via certified mail letter | None | As no response was received, consultation was assumed declined. |

**Table 3.18-1. Assembly Bill 52 Native American Tribal Outreach Results**

| Native American Tribal Representatives | AB 52 Delivery Method and Date of Notification from City to Tribe | Response to City Notification Letters | Consultation Date and Notes |
|---|---|---|---|
| Martinez Desert Cahuilla Indians | | | |

***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

*a)* ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

Less-than-significant Impact. As discussed in Section 3.5 above, the project site does not contain any known resources that are either listed or eligible for listing in the CRHR or in a local register of historical resources as defined in California Public Resources Code, Section 5020.1(k). However, there is always a possibility that unidentified resources exist subsurface that may have the potential to meet the criteria required to be eligible for listing in the CRHR. Therefore, impacts associated with historical resources would be less than significant.

*b)* ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

Less-than-Significant Impact with Mitigation Incorporated. The project is subject to compliance with AB 52 (California Public Resources Code, Section 21074), which requires consideration of impacts to Tribal Cultural Resources as part of the CEQA process. AB 52 requires the City, as the lead agency responsible for CEQA compliance for the project, to notify any groups (who have requested notification) of the project who are traditionally or culturally affiliated with the geographic area of the project. Because AB 52 is a government-to-government process, all records of correspondence related to AB 52 notification and any subsequent consultation are on file with the City. In accordance with AB 52, on January 17, 2023, the City sent notification letters to the tribal representatives that have formally requested such notice under AB 52. Two of the tribes sent notification letters responded, the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indians – Kizh Nation. No TCRs have been identified within or adjacent to the proposed Project site through tribal consultation under AB 52, and the lead agency has not identified any TCRs within or adjacent to the proposed Project site that would warrant discretionary designation of a resource as a TCR. Tribal consultation is considered by the City as closed.

The site is undeveloped and currently contains non-native grassland and disturbed habitat. It is always possible that intact tribal cultural resources deposits are present at subsurface levels, and the City is committed to preserving the integrity of such resources. Thus, implementation of the City's standard

conditions, provided below as MM-TCR-1 through MM-TCR-3, would reduce potential impacts to Tribal Cultural Resources to a less-than-significant level.

MM-TCR-1 Workers Environmental Awareness Program - All Consulting Tribes shall be notified by the applicant/owner/developer of the time and location of the Worker Environmental Awareness Program (WEAP) training no later than 72 hours prior to its scheduled occurrence. The applicant/owner/developer shall provide all Consulting Tribes access and opportunity to participate in the WEAP training. Further details and requirements pertaining to the WEAP training, please see MND Section 3.5 Cultural Resources mitigation measure MM-CUL-2.

MM-TCR-2 Retention of a Native American Monitoring - Prior to any ground disturbance activities, the applicant/owner/developer shall contact all Consulting Tribes with notification of the approximate commencement of ground disturbing activities. The applicant/owner/developer shall make arrangements with the Consulting Tribes to enter into a Native American Monitoring Agreement with the intent of securing a total of one Native American monitor (from any Tribe under contract) to be present during initial ground disturbance occurring from 1 foot above native soils and below. Initial ground disturbance is defined as initial construction-related earthmoving of sediments from their place of deposition. As it pertains to cultural resource (archaeological or Native American) monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current Project-related construction. The timing of when cultural resource monitoring (archaeological and Native American) shall be required shall be outlined in the Cultural Resource Monitoring and Inadvertent Discovery Plan pursuant to MM-CUL-1. The Plan will be provided to each Consulting Tribe under contract prior to commencement of ground disturbing activities. More than one monitor may be required if multiple areas within the Project site are simultaneously exposed to initial ground disturbance causing monitoring to be hindered by the distance (more than 100 feet apart) of the simultaneous activities. If more than one of the Consulting Tribes would like to serve as a contracted monitoring entity, each Consulting Tribe will be retained under contract with the applicant/owner/developer and monitoring will occur on a nonsynchronous, rotational basis allowing each Consulting Tribe the opportunity to monitor as equally as possible based on the construction schedule and availability of each Consulting Tribe's monitors.

MM-TCR-3 Inadvertent Discovery Clause - In the event that potential prehistoric or historic-era Native American/Tribal resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring not less than 50 feet of the find shall immediately stop and all-Consulting Tribes must be notified immediately and be consulted with throughout the assessment of the find and determination of whether or not additional study is warranted. Depending upon the nature of the discovery, the archaeologist may simply record the find and allow work to continue. If the discovery proves potentially significant under CEQA, additional work such as subsurface testing may be warranted. If the discovery is determined significant under CEQA and avoidance is not feasible, data recovery will be required.

In the event that human remains and associated funerary objects are inadvertently encountered during construction activities, the remains and funerary objects shall be

treated in accordance with state and local regulations that provide requirements with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e). In accordance with these regulations, if human remains are found, the County Coroner must be immediately notified of the discovery. Additionally, all Consulting Tribes must be notified of the discovery immediately. No further excavation or disturbance of the Project site or any nearby (no less than 100 feet) area reasonably suspected to overlie adjacent remains can occur until the County Coroner has determined, within 2 working days of notification of the discovery, if the remains are potentially human in origin. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she is required to notify the NAHC within 24 hours. The NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native American. The most likely descendant must then complete their inspection within 48 hours of being granted access to the site. The most likely descendant would then determine, in consultation with the property owner, the disposition and treatment of the human remains.

## 3.19 Utilities and Service Systems

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **XIX. UTILITIES AND SERVICE SYSTEMS** – Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, waste water treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | ☐ | ☐ | ☒ | ☐ |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? | ☐ | ☐ | ☒ | ☐ |
| c) Result in a determination by the waste water 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? | ☐ | ☐ | ☒ | ☐ |
| d) 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? | ☐ | ☐ | ☒ | ☐ |

| | Potentially Significant Impact | Less Than Significant Impact With Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | ☐ | ☐ | ☒ | ☐ |

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

Less-Than-Significant Impact. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities for the reasons discussed in the following subsections.

## Water Facilities

Less-Than-Significant Impact. The project is in an urban area served by existing water facilities and infrastructure and the construction of a 437-unit multifamily residential community would increase demand for water supply on the project site. Water service would be provided by the FWC operated by the San Gabriel Valley Water Company (SGVWC), and would connect to existing water main lines adjacent to the site within Valley Boulevard and Juniper Avenue. According to the FWC 2020 Urban Water Management Plan (UWMP), the anticipated demand for water supply within FWC's service area is anticipated to be greater than the demand for water in the future, which indicates that FWC has available capacity to serve the proposed project (see Section 3.19(b) below). Additionally, SGVWC provided a will serve letter, dated June 27, 2022, indicating that SGVWC has sufficient water resources available to supply water service to the project. It is anticipated that the project's nominal contribution to the total water demand (see Section 3.19(b) below) could be served by existing water facilities serving the project area without requiring new or expanded facilities. Therefore, impacts associated with the construction or expansion of water facilities would be less than significant.

## Wastewater Treatment Facilities

Less-Than-Significant Impact. Wastewater collection would be provided by the City's sanitary sewer system and a sewer main line extension from the site would connect to existing sanitary sewer facilities within Valley Boulevard and Washington Drive. Wastewater generated at the project site would be treated at the Inland Empire Utilities Agency (IEUA) Regional Plant 1 (RP-1) or Regional Plant 4 (RP-4). The treatment capacity of RP-1 is 44 million gallons per day (gpd) and RP-1 currently treats 28 million gpd. The treatment capacity of RP-4 is 14 million gpd and RP-4 currently treats approximately 10 million gpd (City of Fontana 2018b). According to CalEEMod outputs (Appendix A-1), the project is anticipated to require approximately 43.5 million gallons of water per year. Assuming that total water demand is equivalent to approximately 120 percent of wastewater generation, the project would generate approximately 52 million gallons of wastewater per year, or approximately 0.143 million gallons per day, which would account for approximately 0.875 percent or 3.57 percent of the remaining capacities of RP-1 and RP-4, respectively.

Wastewater generated by the project would represent only a nominal percentage of the average dry-weather flow capacity and average wastewater flow. Additionally, a will serve letter dated June 22, 2022, states that the City's existing sanitary sewer facilities are available for connection to the project site. Thus, the IEUA would have adequate capacity to provide wastewater treatment for the proposed project and the proposed project would not require the construction of new or expanded wastewater conveyance or treatment facilities. Therefore, the impact would be less than significant.

### Stormwater Drainage Facilities

Less-Than-Significant Impact. An existing storm drain is located within Juniper Avenue. Although new stormwater drainage facilities would be constructed, these improvements are part of the project analyzed herein, and as such, any potential environmental impacts related to these components of the project are already accounted for in this IS/MND as part of the impact assessment conducted for the entirety of the project. No adverse physical effects beyond those already disclosed in this IS/MND would occur because of implementation of the project's stormwater drainage system improvements. Therefore, impacts associated with stormwater drainage facilities would be less than significant.

### Electric Power Facilities

Less-Than-Significant Impact. Electric power service would be provided to the project site by SCE. At full built-out, the project's operational phase would require electricity for building operations (appliances, lighting, etc.). Additionally, the project would meet the Title 24 Energy Efficiency Standards that require the roofs of the proposed structures to be "solar-ready." In addition, the project would be required to comply with the 2022 Title 24 standards or the most recent standards at the time of building permit issuance. The energy-using fixtures within the project would be newer technologies, using less electrical power. Additionally, a will serve letter dated July 19, 2022, states that SCE will provide electricals service to the project. Therefore, impacts associated with electrical power facilities would be less than significant.

### Natural Gas Facilities

Less-Than-Significant Impact. Natural gas would be provided by Southern California Gas. The project would comply with 2022 Title 24 building energy efficiency standards, reducing energy used in the state. Based on compliance with Title 24, the project would generate a need for natural gas that is consistent with multifamily homes. Additionally, a will serve letter dated July 6, 2022, states that Southern California Gas has facilities in the project area and can provide natural gas services to the project. Therefore, impacts associated with natural gas facilities would be less than significant.

### Telecommunications Facilities

Less-Than-Significant Impact. The City is served by multiple telephone service providers. Since the project site is in an urbanized area and is nearby other residential uses, there are existing telecommunication facilities that would be able to serve the project site. Additionally, will serve letters dated June 23, 2022, and June 24, 2022, stated that Charter Communication and AT&T, respectively, have capacity to provide telecommunication services to the project. Once the project is completed, the residents of the project would be able to connect to existing telecommunication services without the need for expansion or construction of new facilities. Therefore, impacts associated with telecommunications facilities would be less than significant.

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

Less-Than-Significant Impact. The project site would receive its water supply from the FWC. Based on the 2020 UWMP, FWC receives its water from groundwater, local surface water, imported surface water from the IEUA and San Bernardino Valley Municipal Water District (SBVMWD), and recycled water produced by IEUA (FWC 2021).

In general, water demand tends to increase in dry years, primarily due to increased water activities such as landscape irrigation. Thus, to assess the reliability of their water supply service, every urban water supplier is required to assess its water service under normal, dry, and multiple-dry water years. Table 3.19-1 provides water demand and supplies for dry- and multiple-dry-year scenarios for the FWC.

**Table 3.19-1. Multiple Dry Years Supply and Demand Comparison (Acre-Feet per Year)**

| Dry Year Scenario | Supply and Demand | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| 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**: FWC 2021, Table 7-6.

According to the 2020 UWMP, FWC coordinates on an ongoing basis with all relevant agencies in the region to optimize the use of regional water supplies. In addition, FWC has its own conservation programs to reduce demand on water sources. The UWMP also describes the water shortage contingency plan for the FWC in the event of a drought or a catastrophic supply interruption. The details of the Water Shortage Contingency Plan are provided in the 2020 UWMP. With the projects and programs implemented by FWC and the City, water supplies are projected to meet full-service demands (see Table 3.19-1) (FWC 2021).

Because the City's water demands can be met under multiple dry years, and because supply would meet projected demand due to diversified supply and conservation measures, the project's water demands would be served by the City's projected current and future supplies. According to CalEEMod results (Appendix A-1), the project would demand approximately 119,000 gallons of water per day, or approximately 113.5 acre-feet per year. FWC anticipates water demand to increase by 4,736 to 6,350 acre-feet per year between 2025 and 2045. The project's water demand would account for approximately 1.8

to 2.4 percent of FWC's anticipated water demand and therefore would be accommodated by the water supply available for the City during normal, single dry year, and multiple dry year conditions through the year 2045. Therefore, the project would have a less than significant impact on water supply.

*c) Would the project result in a determination by the waste water 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 Impact. A significant impact would occur if the wastewater treatment provider indicated that a project would increase wastewater generation to such a degree that the capacity of the facilities currently serving the project site would be exceeded. As described in Section 3.19(a), wastewater generated at the project site would be treated at the IEUA's RP-1 or RP-4. The treatment capacity of RP-1 is 44 million gpd and currently treats 28 million gpd. The treatment capacity of RP-4 is 14 million gpd and currently treats approximately 10 million gpd (City of Fontana 2018b). According to CalEEMod outputs (Appendix A-1), the project is anticipated to require approximately 43.5 million gallons of water per year. Assuming that total water demand is equivalent to approximately 120 percent of wastewater generation, the project would generate approximately 52 million gallons of wastewater per year, or approximately 0.143 million gallons per day, which would account for approximately 0.875 percent or 3.57 percent of the remaining capacities of RP-1 and RP-4, respectively. Therefore, wastewater generated by the project would represent a nominal percentage of the average dry-weather flow capacity and average wastewater flow. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

*d) 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. A significant impact may occur if a project were to increase solid waste generation to such a degree that existing and projected landfill capacities would be insufficient to accommodate the additional solid waste.

According to the City's General Plan EIR, solid waste generated in the City is collected by Burrtec Waste Industries. Solid waste is sent to Mid-Valley Landfill, located in Rialto (City of Fontana 2018b). The total permitted throughput for the landfill is 7,500 tons per day, and approximately 61 million cubic yards of capacity remain (CalRecycle 2019).

The project involves the construction of a 437-unit multifamily residential community with associated improvements. Project construction would involve generation of waste during demolition; however, in accordance with AB 939, the construction contractor would ensure that source reduction techniques and recycling measures are incorporated into project construction. Once operational, the project would result in waste typically associated with multifamily residences. According to the California Department of Resources Recycling and Recovery, multifamily residences generate approximately four pounds per dwelling unit per day (CalRecycle 2019). Thus, it is anticipated the project would generate approximately 1,748 pounds of solid waste per day, or 319 tons per year. This number is nominal compared to the 7,500 daily disposal tonnage at the Mid-Valley Landfill, with the project contributing 0.01% of the daily disposal capacity. In addition, this amount does not factor in any recycling or waste diversion programs. Solid waste generated by the project would not generate waste in excess of state or local standards. Therefore, impacts associated with landfill capacity would be less than significant.

***e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

Less-Than-Significant Impact. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling.

In addition, the state has set an ambitious goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826, since the project's waste generation would represent a nominal percentage of the waste created within the City. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

## 3.20 Wildfire

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

*a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). In addition, the project site is located within a developed portion of the City of Fontana. As discussed in Section 3.9, Hazards and Hazardous Materials, the project would not significantly affect emergency response or evaluation activities and the project would not conflict with or impair implementation of the City's Emergency Operations Plan or Local Hazard Mitigation Plan. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

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

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). In addition, the project site is located within a developed portion of the City of Fontana. Further, the project would contain only limited amounts of ornamental vegetation associated with the proposed landscaping and does not contain extensive amounts of vegetation or wildland fuel. Therefore, it is not anticipated that the project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

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

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). In addition, the project site is located within a developed portion of the City of Fontana. The project would construct surface parking lots, new internal circulation roadways, and infrastructure for the proposed development. It is not anticipated that installation or maintenance of internal driveways would exacerbate fire risk, since the driveways would be surrounded by developed land on all sides. Further, the project site is in a developed area and would connect to existing utilities. The project would not require installation or maintenance of other associated infrastructure such as fuel breaks, power lines, or other utilities that would exacerbate fire risk. As such, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

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

No Impact. The project site is not located within a Fire Hazard Severity Zone or a Very High Fire Hazard Severity Zone according to the Local Responsibility and State Responsibility Area maps by CAL FIRE (CAL FIRE 2008; CAL FIRE 2022). As discussed in Section 3.8, Geology and Soils, and Section 3.10, Hydrology and Water Quality, the project would not result in significant risks associated with flooding, landslides,

runoff, or drainage changes, and the project does not propose the use of fire (such as for a controlled vegetation burn) that would result in post-fire slope instability. Further, the project site is located within a developed portion of the City of Fontana that is not susceptible to wildland fires, given its considerable distance from open, natural areas. Thus, the project would not expose people or structures to significant risk involving wildland fires, exacerbate wildfire risks, or otherwise result in wildfire-related impacts. Therefore, no impacts associated with wildfire would occur.

## 3.21 Mandatory Findings of Significance

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

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

Less Than Significant With Mitigation Incorporated. As described throughout this IS/MND, with the incorporation of the identified mitigation measures, the project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish

or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory. Therefore, impacts would be less than significant with mitigation incorporated.

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

Less Than Significant With Mitigation Incorporated. When evaluating cumulative impacts, it is important to remain consistent with Section 15064(h) of the CEQA Guidelines, which states that an EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Alternatively, a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable through mitigation measures set forth in an MND or if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The proposed project would potentially result in project related impacts to biological, cultural, hazards and hazardous material, and noise resources that could be potentially significant without the incorporation of mitigation. Thus, when coupled with potential impacts to biological, cultural, hazards and hazardous material, and noise resources related to the implementation of other related projects throughout the broader project area, the project would potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified herein, the project's impacts to biological, cultural, hazards and hazardous material, and noise resources would be reduced to less-than-significant levels and would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects would presumably be bound by their applicable lead agency to (1) comply with all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that their potentially cumulative impacts would be reduced to less-than-significant levels.

Although cumulative impacts are always possible, the proposed project, by incorporating all mitigation measures outlined herein, would reduce its contribution to any such cumulative impacts to less than cumulatively considerable; therefore, the project would result in individually limited, but not cumulatively considerable, less-than-significant impacts with mitigation incorporated.

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

Less Than Significant With Mitigation Incorporated. As evaluated throughout this IS/MND, with incorporation of mitigation identified herein, all environmental impacts associated with the project would

be reduced to less-than-significant levels. Thus, the project would not directly or indirectly cause substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

# 4 References and Preparers

## 4.1 References Cited


14 CCR 15000–15387 and Appendices A through L. Guidelines for Implementation of the California Environmental Quality Act, as amended.

APA (American Planning Association). 2011. Planning for Wind Energy. https://planning-org-uploaded-media.s3.amazonaws.com/legacy_resources/research/wind/pdf/pas566.pdf.

Baltrënas, P., D. Kazlauskas, and E. Petraitis. 2004. "Testing on Noise Level Prevailing at Motor Vehicle Parking Lots and Numeral Simulation of its Dispersion." *Journal of Environmental Engineering and Landscape Management* 12(2): 63-70.

CalEPA (California Environmental Protection Agency). 2022. Cortese List: Section 65962.5(a). https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/.

CAL FIRE (California Department of Forestry and Fire Protection). 2008. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE: Fontana. Adopted by CAL FIRE on October 29, 2008. https://osfm.fire.ca.gov/media/5943/fontana.pdf.

CAL FIRE. 2022. FHSZ Viewer. Accessed November 2022. https://egis.fire.ca.gov/FHSZ/.

California Public Resources Code, Section 21000–21177. California Environmental Quality Act, as amended.

CalRecycle (California Department of Resources Recycling and Recovery). 2019. SWIS Facility Detail. Accessed October 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search.

Caltrans (California Department of Transportation). 2013. *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*. Division of Environmental Analysis, Environmental Engineering, Hazardous Waste, Air, Noise, Paleontology Office. Sacramento, California. September 2013.

Caltrans. 2018. California State Scenic Highway System Map. Accessed October 21, 2022. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

CAPCOA (California Air Pollution Control Officers Association). 2008. CEQA & Climate Change January 2008. https://www.contracosta.ca.gov/DocumentCenter/View/34122/CAPCOA-2008-CEQA-and-Climate-Change-PDF

CAPCOA. 2017. California Emissions Estimator Model (CalEEMod) User's Guide Version 2016.3.2. Prepared by Trinity Consultants and the California Air Districts. November 2017. http://www.caleemod.com/.

CAPCOA. 2021. California Emissions Estimator Model (CalEEMod) User's Guide Version 2020.4.0. Prepared by Trinity Consultants and the California Air Districts. May 2021. http://www.caleemod.com/.

CARB. 2014. First Update to the Climate Change Scoping Plan Building on the Framework Pursuant to AB 32 – The California Global Warming Solutions Act of 2006. May 2014. http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

CARB. 2017a. California's 2017 Climate Change Scoping Plan. November 2017. Accessed December 2019. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

CARB. 2017b. The 2017 Climate Change Scoping Plan Update—The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 20, 2017. Accessed February 27, 2021. https://www.arb.ca.gov/cc/scopingplan/2030sp_pp_final.pdf.

CARB. 2019. "Area Designation Maps/State and National." Last reviewed October 24, 2019. http://www.arb.ca.gov/desig/adm/adm.htm.

CARB. 2021. EMFAC 2021 Web Database (v1.0.0). Accessed June 2021. https://arb.ca.gov/emfac/emissions-inventory.

CDE (California Department of Education). 2022. "2021-2022 Enrollment by Grade." Accessed October 2022. https://www.cde.ca.gov/SchoolDirectory/.

CDFW (California Department of Fish and Wildlife). 2018. Protocols for Surveying and Evaluating Impacts to Special-Status Native Populations and Natural Communities. March 20, 2018. Accessed December 2022. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=18959&inline.

CDFW. 2020. "California Natural Communities List." Sacramento, California: CDFW, Vegetation Classification and Mapping Program. September 9, 2020. Accessed December 2022. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline.

CDFW. 2022. California Natural Diversity Database. Sacramento, California: CDFW, Biogeographic Data Branch. April 2021. Accessed November 2022. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=109406&inline=1.

CDOC (California Department of Conservation). 2016. California Important Farmland Finder. https://maps.conservation.ca.gov/DLRP/CIFF/.

City of Fontana. 2003. "Chapter 3: Land Use Element." In City of Fontana General Plan. Adopted October 21, 2003.

City of Fontana. 2016. City of Fontana, California. Municipal Code. Policies and Ordinances. Chapter 38, Article III: Tree Preservation and Protection. https://library.municode.com/ca/fontana/codes/code_of_ordinances

City of Fontana. 2018a. Fontana Forward: General Plan Update 2015-2035. Adopted November 13, 2018. https://www.fontana.org/DocumentCenter/View/28271/Complete-Document---Approved-General-Plan-Documents-11-13-2018.

City of Fontana. 2018b. Fontana Forward: General Plan Update 2015-2035 Draft Environmental Impact Report. June 8, 2018. https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update.

City of Fontana. 2020. *Traffic Impact Analysis (TIA) Guidelines for Vehicle Miles Traveled (VMT) and Level Of Service Assessment*. Traffic Engineering Division. October 21, 2020. https://www.fontana.org/DocumentCenter/View/35928/TIA-Guidelines---VMT-Assessment.

City of Fontana. 2022. Zoning and Development Code, City of Fontana, California. Updated May 2, 2022. https://library.municode.com/ca/fontana/codes/zoning_and_development_code?nodeId=ZODECOFOCA.

City of Fontana. 2023. Facilities and Parks. Accessed January 19, 2023. https://www.fontana.org/156/Facilities-Parks.

CNPS. 2022. Inventory of Rare and Endangered Plants (online edition, v9-01 1.0). Sacramento, California: CNPS, Rare Plant Program. http://www.rareplants.cnps.org/.

CNRA (California Natural Resources Agency). 2009. *Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB 97*. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf.

DTSC (Department of Toxic Substances Control). 2022. EnviroStor. Accessed October 2022. https://envirostor.dtsc.ca.gov/public/.

EIA. 2022. Wind Explained – Where Wind Power is Harnessed. Accessed January 2023. https://www.eia.gov/energyexplained/wind/where-wind-power-is-harnessed.php

EPA. 2018. AERMOD Implementation Guide. April 2018. https://gaftp.epa.gov/Air/aqmg/SCRAM/models/preferred/aermod/aermod_implementation_guide.pdf

EPA. 2020. "AirData: Access to Air Pollution Data." Last updated May 28, 2020. https://www.epa.gov/outdoor-air-quality-data/monitor-values-report.

EPA. 2022. "Household Hazardous Waste (HHW)." Updated May 14, 2022. Accessed October 2022. https://www.epa.gov/hw/household-hazardous-waste-hhw.

FEMA (Federal Emergency Management Agency). 2008. FEMA Flood Map Service Center, FIRM panel 06071C8654H. Dated August 28, 2008. Accessed November 2022. https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/mscprintb_gpserver/jf3b6a3307d17435592652fe3b6c636e5/scratch/FIRMETTE_e6bcf74c-ac46-4fde-af1b-063f1704b39e.pdf.

FUSD (Fontana Unified School District). 2015. Comprehensive Facilities Master Plan: Fontana Unified School District. January 1, 2015. https://www.fusd.net/cms/lib/CA50000190/Centricity/Shared/master_plans/Facilities.pdf.

FUSD. 2019. Fontana Unified School District 2018-2019 Interactive School Locator. Accessed October 2022. https://fusd.maps.arcgis.com/apps/Viewer/index.html?appid=078dcb92aa5c4e1a89a1a628f0f6e5ff.

FUSD. 2022. Fontana Unified School District Developer Fee Justification Study. June 2022. Accessed October 2022. https://www.fusd.net/cms/lib/CA50000190/Centricity/Domain/4/Fontana%20Unified%20Developer%20Fee%20Justification%20Study%202022.pdf.

FWC (Fontana Water Company). 2021. San Gabriel Valley Water Company, Fontana Water Company Division 2020 Urban Water Management Plan. Adopted June 2021. https://www.fontanawater.com/wp-content/uploads/2021/10/FWC-2020-UWMP-June-2021-Final.pdf.

IPCC (Intergovernmental Panel on Climate Change). 2007. Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change. New York, New York: Cambridge University Press. Accessed October 2016. https://www.ipcc.ch/report/ar4/syr/.

NREL (National Renewable Energy Laboratory). 2015. Small Wind Site Assessment Guidelines. https://www.nrel.gov/docs/fy15osti/63696.pdf.

OEHHA (Office of Environmental Health Hazard Assessment). 2015. Air Toxics Hot Spots Program. Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. February 2015. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.

OSHA (Occupational Safety and Health Administration). 2012. "Hazard Communication Standard: Safety Data Sheets." Accessed October 2022. https://www.osha.gov/sites/default/files/publications/OSHA3514.pdf.

RWQCB (Regional Water Quality Control Board Santa Ana Region). 2010. National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements for the San Bernardino County Flood Control District, the County of San Bernardino, and the Incorporated Cities of San Bernardino County within the Santa Ana Region. January 29, 2010.

Sawyer, J., T. Keeler-Wolf, and J. Evens. 2009. The Manual of California Vegetation, 2nd Edition. Sacramento, California: California Native Plant Society.

SBCOG 2021. San Bernardino County Regional Greenhouse Gas Reduction Plan Final. Accessed January 2023. https://www.gosbcta.com/wp-content/uploads/2019/09/San_Bernardino_Regional_GHG_Reduction_Plan_Main_Text_Mar_2021.pdf.

SCAG. 2019. "Profile for the City of Fontana." https://scag.ca.gov/sites/main/files/file-attachments/fontana_localprofile.pdf?1606014851.

SCAG. 2020a. Connect SoCal: The 2040-2045 Regional Transportation Plan/ Sustainable Communities Strategy of the Southern California Association of Governments. May 7, 2020. Accessed July 2020. https://www.connectsocal.org/Documents/Adopted/fConnectSoCal-Plan.pdf.

SCAG. 2020b. "Connect SoCal Demographics and Growth Forecast." Adopted September 3, 2020. https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579.

SCAQMD (South Coast Air Quality Management District). 1993. CEQA Air Quality Handbook.

SCAQMD. 2003a. White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution. August 2003. http://www.aqmd.gov/docs/default-source/Agendas/Environmental-Justice/cumulative-impacts-working-group/cumulative-impacts-white-paper.pdf?sfvrsn=2.

SCAQMD. 2003b. Final 2003 AQMP Appendix V Modeling and Attainment Demonstrations. August 2003. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2003-air-quality-management-plan/2003-aqmp-appendix-v.pdf?sfvrsn=2.

SCAQMD. 2003c. Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis. August 2003. Accessed October 2018. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

SCAQMD. 2008. A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the Interim Greenhouse Gas (GHG) Significance Threshold to Be Used by the AQMD for Industrial Source Projects, Rules and Plans When It Is the Lead Agency for Projects Subject to the California Environmental Quality Act (CEQA)." Resolution No. 08-35. Adopted December 5, 2008.

SCAQMD. 2009. Final Localized Significance Threshold Methodology. Revised July 2009.

SCAQMD. 2010. "Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15." September 28, 2010. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf?sfvrsn=2.

SCAQMD. 2014. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Accessed January 2023. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf.

SCAQMD. 2016. Rule 1113. Architectural Coatings. Accessed January 2023. http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf?sfvrsn=24SCAQMD. 2018. "SCAQMD Modeling Guidance for AERMOD." Accessed April 2018. http://www.aqmd.gov/home/air-quality/air-quality-data-studies/meteorological-data/modeling-guidance.

SCAQMD. 2019. "SCAQMD Air Quality Significance Thresholds." Originally published in CEQA Air Quality Handbook, Table A9-11-A. Revised April 2019. http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2.

SCAQMD. 2021a. "SCAQMD Modeling Guidance for AERMOD." Accessed March 2021. https://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance.

SCAQMD. 2021b. "Meteorological Data for Dispersion Modeling." Accessed March 2021. http://www.aqmd.gov/home/air-quality/meteorological-data.

SCAQMD. 2022. 2022 Air Quality Management Plan. Accessed January 2023. http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=10.

SWRCB (State Water Resources Control Board). 2022a. "Construction Stormwater Program." Updated September 7, 2022. Accessed October 2022. https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html.

SWRCB. 2022b. GeoTracker. Accessed October 2022. https://geotracker.waterboards.ca.gov/.

The Climate Registry. 2021. "Default Emission Factors." April. https://www.theclimateregistry.org/wp-content/uploads/2021/04/The-Climate-Registry-2021-Default-Emission-Factor-Document.pdf.

U.S. Census Bureau. 2021. QuickFacts: Fontana, California. Updated July 1, 2021. Accessed October 21, 2022. https://www.census.gov/quickfacts/fact/table/fontanacitycalifornia/PST045221.

USDA (U.S. Department of Agriculture). 2022. "Web Soil Survey." USDA Natural Resources Conservation Service, Soil Survey Staff. Accessed October 2022. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

USFWS (U.S. Fish and Wildlife Service). 2022. National Wetlands Inventory. Accessed October 2022. https://www.fws.gov/wetlands/data/Mapper.html

Weatherspark. 2022. "Climate and Average Weather Year Round at San Bernardino Airport." https://weatherspark.com/y/1969/Average-Weather-in-San-Bernardino-California-United-States-Year-Round.

## 4.2 List of Preparers

### City of Fontana

George Velarde – Assistant Planner
Cecily Session-Goins – Associate Planner

### Dudek

Sean Kilkenny – Project Director
Kristen Stoner – Project Manager
Hayley Ward – Deputy Project Manager
Nicholas Lorenzen – Air Quality Specialist
Tommy Molioo – Senior Biologist
Kimberly Narel - Biologist
Heather McDevitt – Cultural Resources Specialist
Linda Kry - Cultural Resources Specialist
Mark Storm – Senior Noise Specialist
Dennis Pascua – Senior Transportation Planner
Curtis Battle – GIS Specialist
Summer Forsman – Publications Specialist


SOURCE: Bing 2022

DUDEK

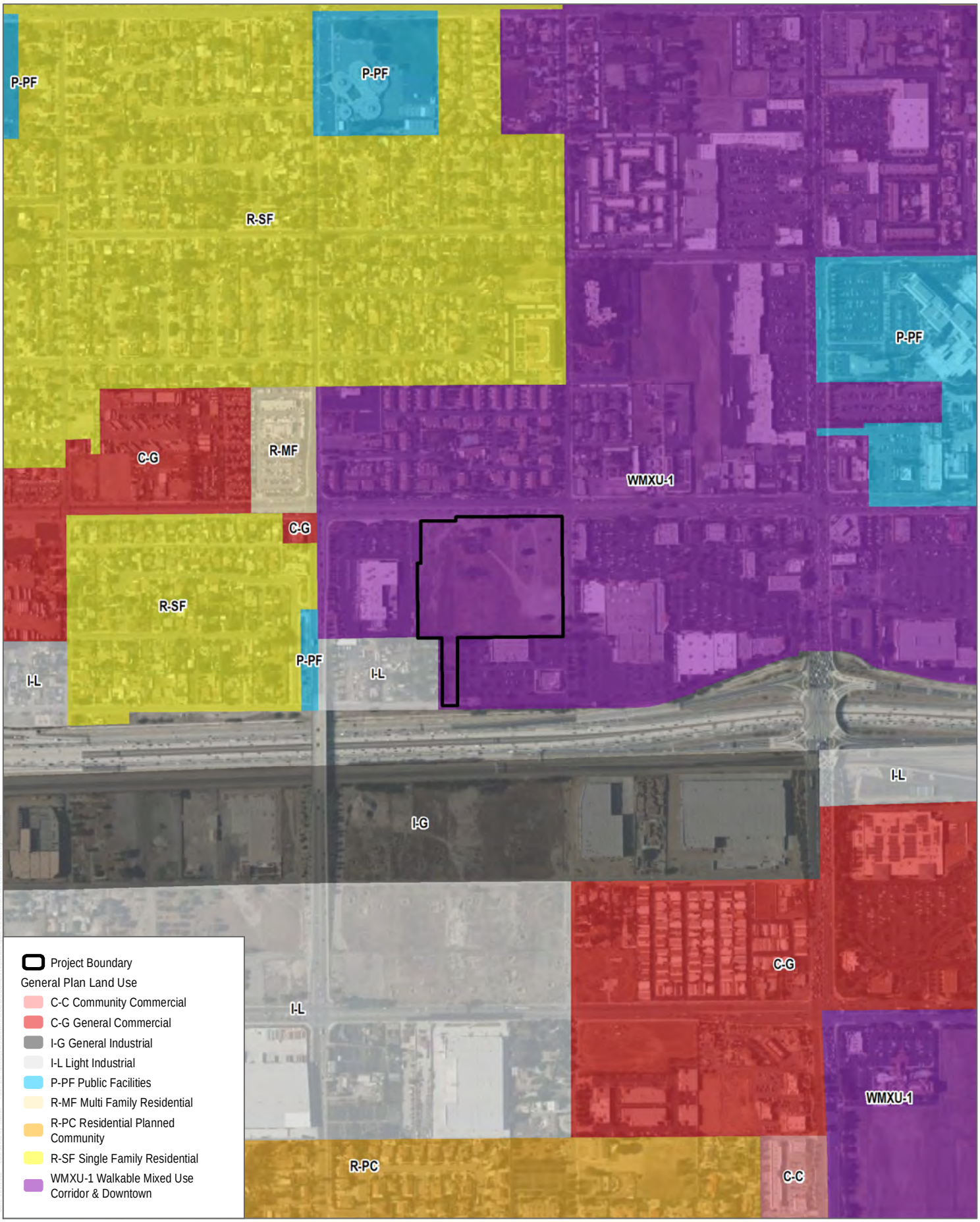
0 150 300 Feet

FIGURE 2-1

Project Location

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK




SOURCE: ESRI 2022, City of Fontana 2022

DUDEK

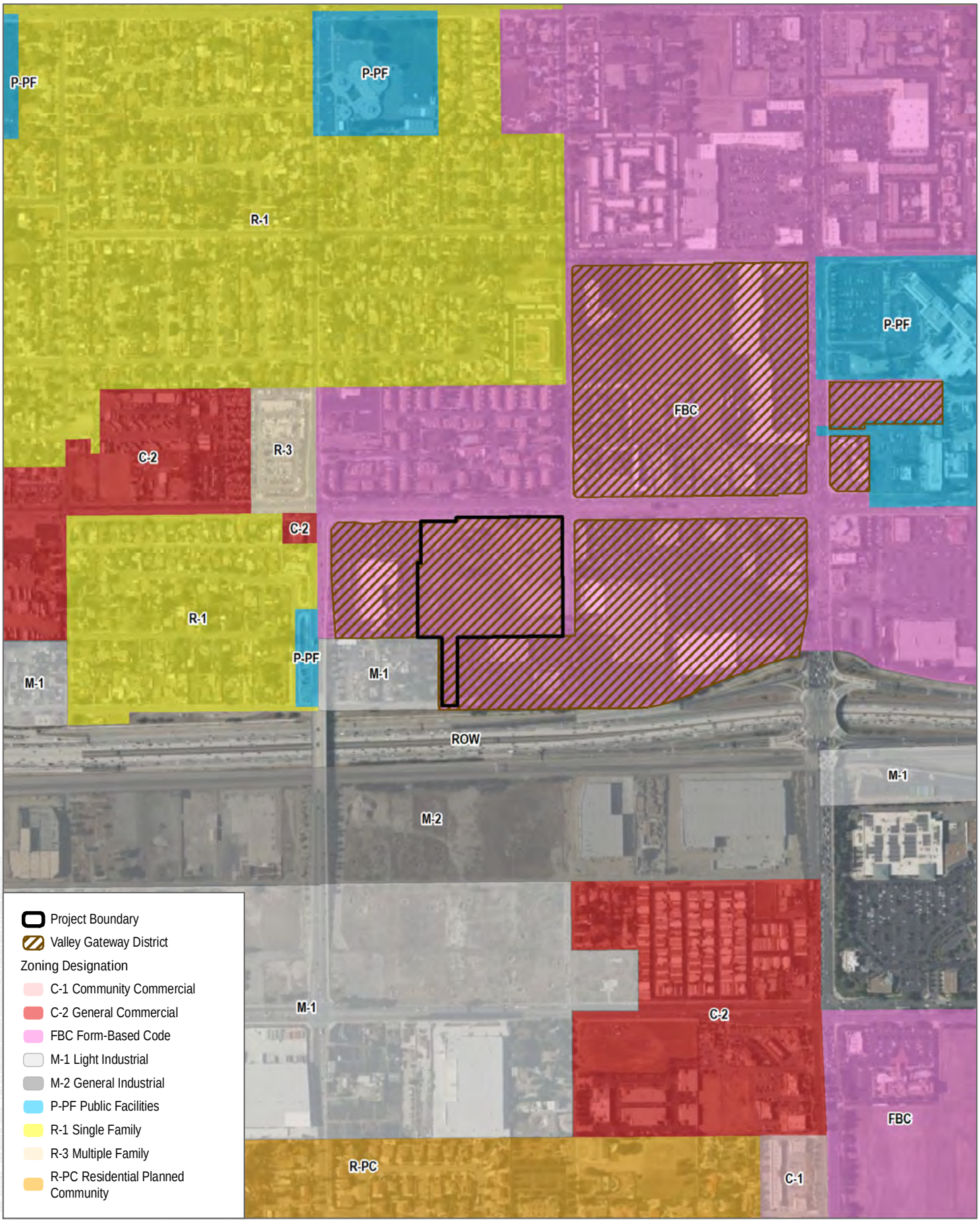
0 335 670 Feet

FIGURE 2-2

General Plan Land Use Designation

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK




SOURCE: ESRI 2022, City of Fontana 2022

DUDEK

0 335 670 Feet

FIGURE 2-3

Zoning Designation

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK

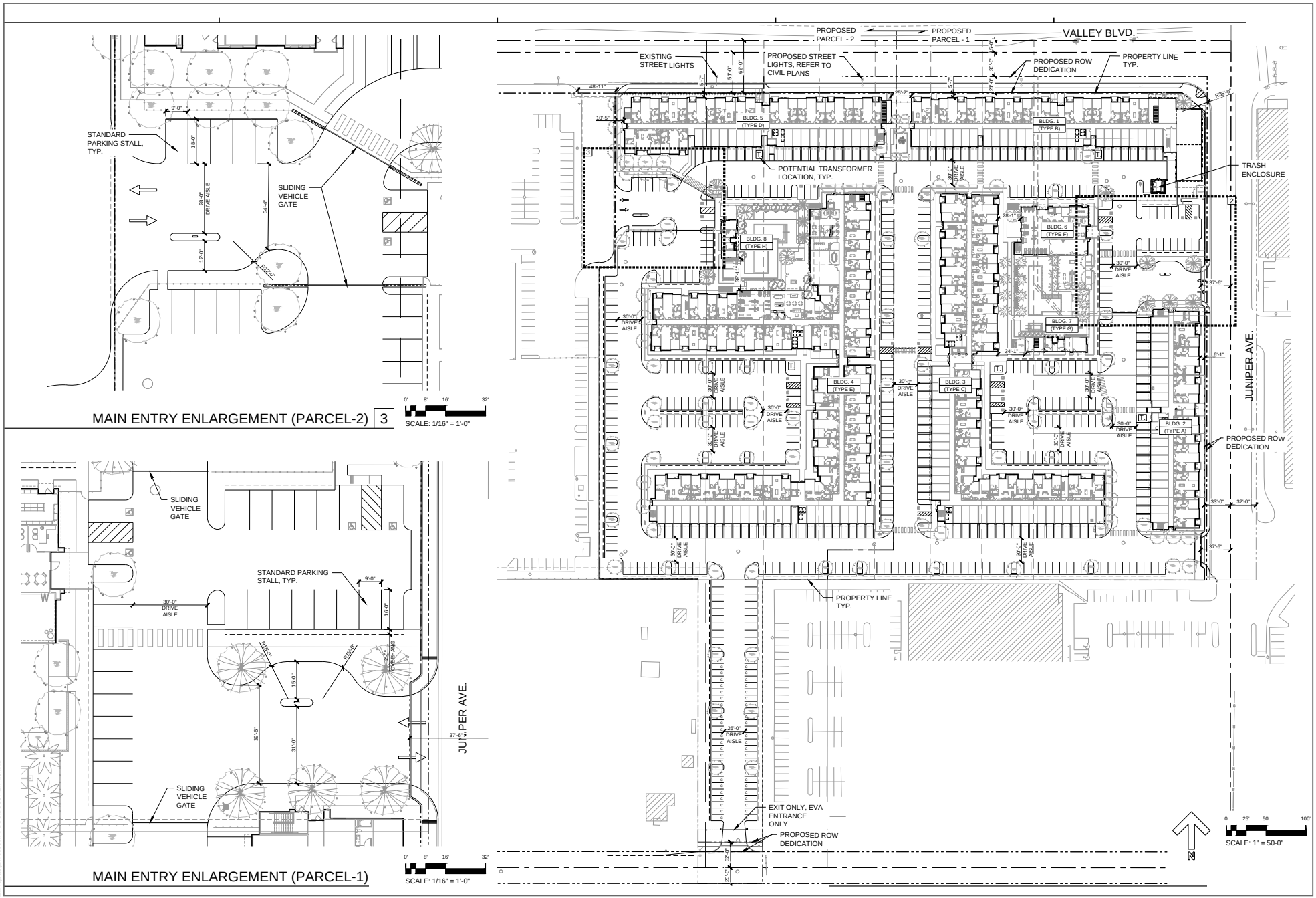



FIGURE 2-4

Site Plan

JPI Fontana Apartments

DUDEK

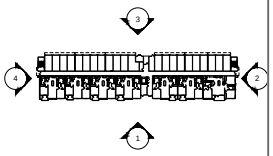
INTENTIONALLY LEFT BLANK


REAR ELEVATION 3


LEFT ELEVATION 4


RIGHT ELEVATION 2


FRONT ELEVATION 1



MATERIAL LEGEND:

| | |
|---|---|
| 1 | EXTERIOR PLASTER |
| 2 | PLASTER SCREEDS |
| 3 | VINYL WINDOW - DARK BRONZE |
| 4 | HORIZONTAL LAP SIDING |
| 5 | FAUX WOOD LAP SIDING |
| 6 | BRICK VENEER |
| 7 | FOAM TRIM |
| 8 | PAINTED METAL AWNING |
| 9 | PAINTED METAL GUARDRAIL |
| 10 | SECTIONAL GARAGE DOOR |
| 11 | FAUX WOOD GUARDRAIL |
| 12 | STOREFRONT GLAZING SYSTEM |
| 13 | WALL MOUNT LIGHTING |


SCALE: 1/16" = 1'-0"





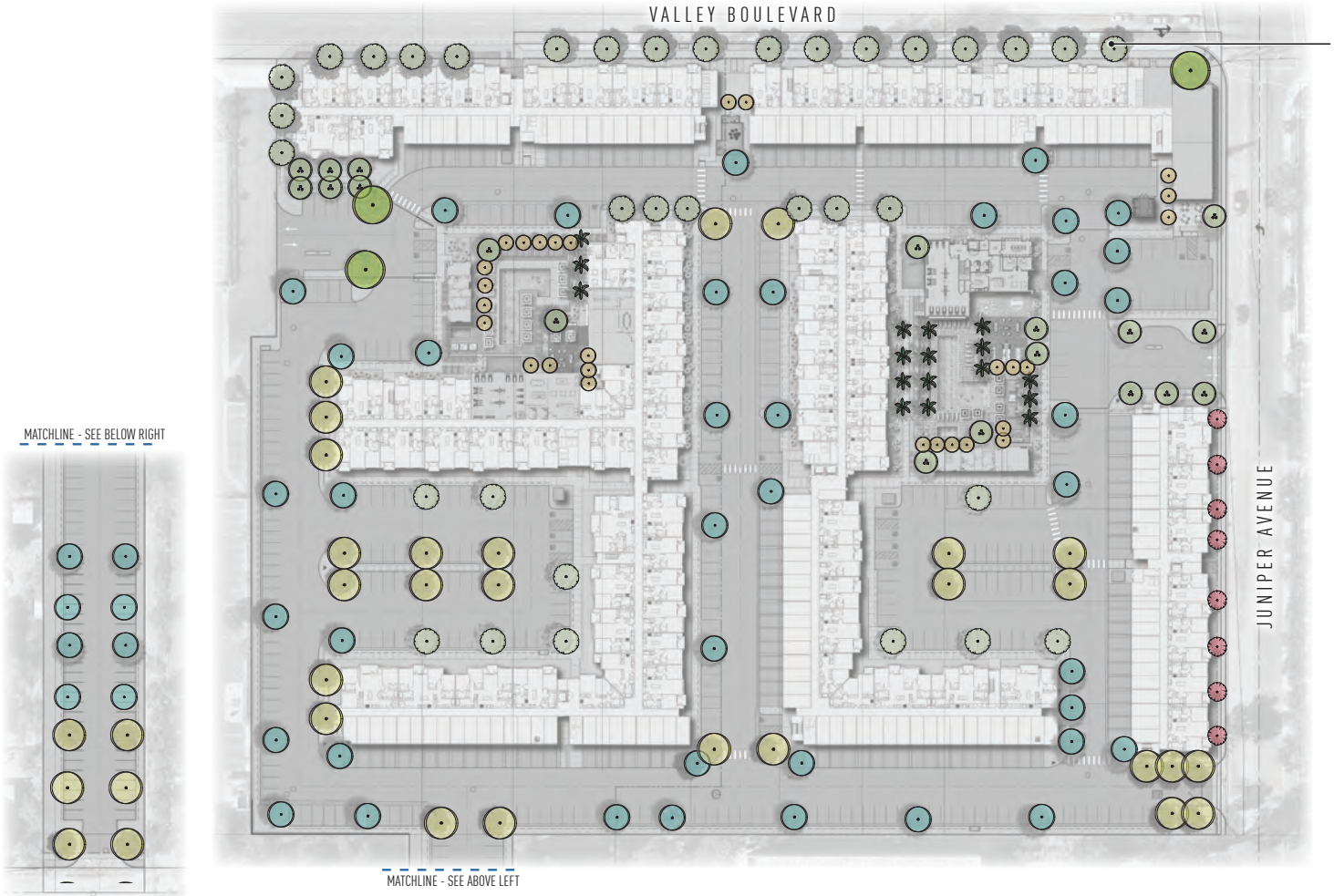
DUDEK

FIGURE 2-5

Conceptual Elevations

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK




PARKWAY TREES COMPLY WITH CITY OF FONTANA PLANTING AREA WIDTH STANDARDS. PYRUS CALLERYANA 'CHANTICLEER' REQUIRES 5' MIN. PLANTING AREA AND IS PROPOSED IN 5' PARKWAY.

**TREE AND PALM LEGEND**

| TREES | BOTANICAL / COMMON NAME | SIZE | WUCOLS | QTY |
|---|---|---|---|---|
| | CERCIS CANADENSIS<br>EASTERN REDBUD MULTI-TRUNK | 24"BOX | MODERATE | 8 |
| | GEIJERA PARVIFLORA<br>AUSTRALIAN WILLOW | 24"BOX | MODERATE | 45 |
| | MAGNOLIA GRANDIFLORA 'ST. MARY'<br>ST. MARY SOUTHERN MAGNOLIA | 24"BOX | MODERATE | 28 |
| | OLEA EUROPAEA ' SWAN HILL'<br>FRUITLESS OLIVE | 48"BOX | LOW | 19 |
| | PHOENIX DACTYLIFERA<br>DATE PALM | 24"BOX | LOW | 17 |
| | PLATANUS RACEMOSA<br>CALIFORNIA SYCAMORE MULTI-TRUNK | 24"BOX | MODERATE | 30 |
| | PYRUS CALLERYANA 'CHANTICLEER'<br>CHANTICLEER CALLERY PEAR | 24"BOX | MODERATE | 35 |
| | QUERCUS AGRIFOLIA<br>COAST LIVE OAK | 48"BOX | LOW | 3 |

COMPLIES WITH CITY OF FONTANA APPROVED TREE PALETTE

0 20 40 80

Z:\Projects\J473800\MAPDOCDOCUMENTS\MXD

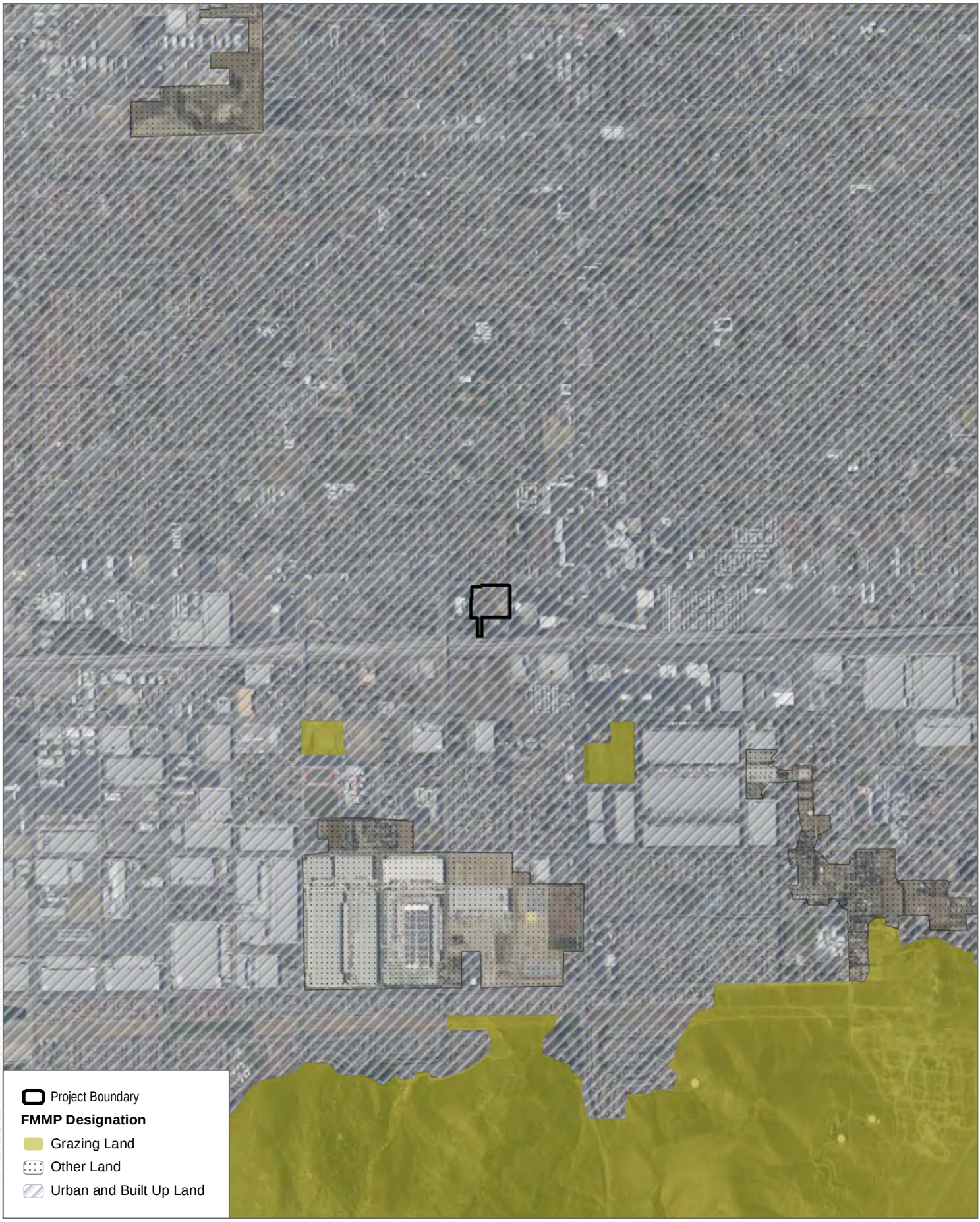
DUDEK

FIGURE 2-6

Tree Plan

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK




SOURCE: ESRI 2022, City of Fontana 2022

DUDEK

0 1,250 2,500 Feet

FIGURE 3.2-1

Agricultural Resources

JPI Fontana Apartments

INTENTIONALLY LEFT BLANK


SOURCE: USFWS; Open Street Map; Bing Maps

DUDEK

0 150 300 Feet

FIGURE 3.4-1

Biological Resources

JPI Fontana Project

INTENTIONALLY LEFT BLANK