

**ATTACHMENT TO NOTICE OF EXEMPTION
SUPPLEMENT INFORMATION
Spruce & Red Oak Mixed-Use Project
Supplemental Information per CEQA Guidelines Section 15300.2
(Exceptions to Categorical Exemptions) and Section 15332 (In-Fill Development Projects)**

Development and operation of the proposed mixed-use project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Class 32, Section 15332 (In-Fill Development Projects), provided that the exceptions under Section 15300.2 do not apply. Pursuant to Section 15300.2, a categorical exemption is not allowed if the project would have one of the following impacts:

- a) Cumulative impact.
- b) Significant effect.
- c) Impact to scenic highways.
- d) Hazardous impact due to project being located on any hazardous materials list compiled pursuant to Section 65962.5 of the Government Code.
- e) Impact on historical resources.

Development and operation of the proposed project is also categorically exempt from CEQA provided that the project meets the conditions outlined in Section 15332, as follows:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare, or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.

The following supplemental information includes a review of the project and evaluates if any of the five exceptions outlined in Section 15300.2 would apply to the project and if the project meets any of the conditions outlined in Section 15332.

PROJECT LOCATION

The approximately 1.8-acre (7,8709 square feet) project site is in the northern portion of the City of Rancho Cucamonga (City), in San Bernadino County (see Figure 1, *Regional Location*). The project site comprises one parcel (Assessor's Parcel Number 0208-351-18) at the northwestern corner of the Spruce Avenue and Red Oak Street intersection.

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The project site is generally bounded by Foothill Boulevard to the north, Laurel Street to the west, Red Oak Street to the south, and Spruce Avenue to the east (see Figures 2, *Local Vicinity*, and 3, *Aerial Photograph*). Regional access to the project site is via Interstate 15 (I-15) and Interstate 10 (I-10) approximately 1.7 miles southeast and 2.6 miles south of the site, respectively. Local access is provided via Foothill Boulevard just north of the project site.

The offsite roadway improvement area (offsite improvement area) that is a part of the proposed project consists of approximately 0.87 acre (38,000 square feet) of right-of-way along Spruce Avenue and Red Oak Street (see Figure 3), which abut the eastern and southern project site boundaries, respectively.

EXISTING LAND USE AND CONTIONS

As shown in Figure 3, the project site is a roughly square-shaped, relatively level vacant parcel that consists of undisturbed soil (no evidence of any grading having occurred) and ruderal vegetation consisting of nonnative plant species. There is a mature pine tree with a large canopy along the eastern end of the project site, abutting the Spruce Avenue roadway frontage.

Per the Rancho Cucamonga General Plan, the project site has a land use designation of City Center (C) and is zoned Center 2 Zone (CE2) per the City's zoning map (Rancho Cucamonga 2024a, 2024b).

SURROUNDING LAND USES

As shown on Figure 2, the project site is surrounded by various land uses, which include commercial and office uses to the west, a commercial retail center to the north, a hotel (Best Western) to the east, across Spruce Avenue, a church (Abundant Living Family Church) to the south, across Red Oak Street, and a medical facility (Kindred Hospital) to the southeast, beyond the Red Oak Street and Spruce Avenue intersection. Surrounding land use designations include City Center (C) to the north and east, office employment district (D) to the south, and City Corridor High (MU) to the east (Rancho Cucamonga 2024). Surrounding Zoning designations include Center 2 Zone (CE2) to the north and east, Mixed Employment 1 Zone (ME1) to the south, and Corridor 2 Zone (CO2) (Rancho Cucamonga 2024a)

PROJECT DESCRIPTION

Proposed Land Use

The proposed project consists of the development of a seven-story mixed-use building with up to 176 residential units wrapped around a seven-level parking structure. The proposed unit mix would consist of 30 studio units, 87 one-bedroom units (of which 2 units are proposed as one-bedroom live/work units), and 59 two-bedroom units. The building would also include 9,270 square-feet of retail/commercial space consisting of 5,910 square feet of ground floor retail, 1,400 square feet of live/work retail/commercial space (700 square feet for each unit), and 1,960 square feet of ground floor co-work/commercial space.

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Figure 1 Regional Location

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Figure 2 Local Vicinity

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Figure 3 Aerial Photograph

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As shown on Figure 4, *Conceptual Site Plan*, which depicts the ground level of the proposed building, the residential units proposed along the southern, western, and northern ends of the building would be accessed via internal walkways and public sidewalks proposed along Red Oak Street. The two live/work units would be placed in the northeastern end of the building abutting the proposed retail space; the live-work units would front onto the alley way that forms the northern site boundary fronting and the parking area of the existing commercial retail center to the north. The proposed retail and co-work/commercial space would front onto and take direct access from Spruce Avenue, allowing visibility of these uses from Spruce Avenue. Placement of retail and co-work/commercial uses along Spruce Avenue would help activate the corridor and promote walkability. The ground level would also feature the leasing office, lobby/mail room, dog washroom, and long-term bicycle storage room.

The upper levels of the building, floors two to seven, would house the majority of the residential units. Access to the units on the upper levels would be provided via internal pedestrian corridors on each level of the building, and via elevators and stairwells within the parking structure. The rooftop level would contain the fitness center, lounge, pool, and spa.

Architectural Design and Character

The proposed architectural style of the mixed-use building would be Contemporary, and design elements (e.g., roof style, window fenestration and details, wall material) would be consistent with this architectural style. For example, the design elements would include smooth and raked stucco walls; glass railings for balconies and roof terraces; fabricated metal railings; vinyl windows and doors; arcadia storefront systems; brick veneer; stucco overhangs; fiber cement panels; and high-pressure wood laminate panels. Building pop-outs and offsets, variations in building heights, colors and materials, and balconies and terraces would be added to offset the building's massing, provide human scale, and provide relief to and variation in the building form and style as seen from all sides of the building (see conceptual building renderings on Figures 5a and 5b and conceptual building elevations on Figure 6a and 6b).

Facilities, Amenities, and Services

Onsite facilities and amenities for project residents include a leasing office, a lobby/mailroom, flex area, a ground-level courtyard, a paseo dog wash, three roof terraces, and a roof top fitness center, lounge, and pool area. As shown on Figure 4, *Conceptual Site Plan*, the main ground-level courtyard area would be placed on the western end of the building. The courtyard area would include a dog park enclosure, activity lawn, fire pit lounge area, tuck-under outdoor kitchen and bar counter, picnic plaza with fire pit and lounge area, enhanced pavement, and landscaping. A small plaza would be provided for the retail spaces along the eastern end of the building, which would provide patio dining opportunity for the future tenant mix. A pedestrian arrival plaza would be provided at the southeastern end of the building, would feature enhanced paving, a sculpture, and landscaping. The pedestrian arrival plaza would serve as the main entry way to the leasing office.

Access, Circulation, and Parking

Vehicular Access and Circulation Onsite

Vehicular access would be provided via a full access driveway (all turning movements permitted) on Red Oak Street, approximately 175 feet west of the Spruce Avenue and Red Oak Street intersection. The driveway would

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lead into the seven-level parking structure. No vehicular access is proposed from Spruce Avenue or the alley way that borders the site on the north.

The proposed project also includes offsite roadway improvements along Spruce Avenue, Red Oak Street, and the alley way abutting the northern site boundary, which are described below.

Vehicular Access and Circulation Offsite

The proposed public improvements along Spruce Avenue and Red Oak Street total approximately 0.87 acre (38,000 square feet); the offsite improvement area is shown in purple outline on Figure 3, *Aerial Photograph*. The improvements include construction of concrete curb, gutter, sidewalk, and crosswalks; extending the existing median; addition of traffic islands; and asphalt concrete pavement to reconfigure the “T” intersection of Red Oak Avenue and Spruce Avenue into a single lane wide roundabout to promote better vehicular and pedestrian circulation. Parkway and median landscaping would be installed to visually enhance the roadway edges and intersection. The two-lane vehicular traffic coming from all directions would be restricted down to a single lane to allow for a smooth transition in and out of the unsignalized roundabout (see Figure 4, *Conceptual Site Plan*).

Pedestrian and Bicycle Access, Circulation, and Facilities

As shown on Figure 3, *Aerial Photograph*, there are currently no sidewalks along the portions of Spruce Avenue or Red Oak Street that abut the project site. Under the proposed project, new sidewalks would be provided along Spruce Avenue and Red Oak Street, thereby completing the sidewalk system along these street frontages. The new sidewalks would allow pedestrian access to the various entry points, amenities and uses of the proposed project and would connect to the existing sidewalks along Spruce Avenue and Red Oak Street.

As shown on Figure 4, bicycle racks would be provided near the entry of the leasing office in the main pedestrian entry plaza. Also, a long-term bicycle storage room is proposed on the ground floor near the southern end of the building. Although no dedicated on- or off-street bikeways exist or are proposed along the roads that abut the Project Site (Spruce Avenue and Red Oak Street), there are existing and proposed sidewalks along these roads that bicyclists could use. The sidewalk system along Spruce Avenue would allow bicyclists to connect to the dedicated on-street bicycle lanes along Foothill Boulevard, which is just north of the project site.

Parking

The proposed project would include 339 parking spaces within the project’s seven-level parking structure. Of the proposed 339 spaces, up to 288 spaces are identified for resident parking, while the remaining 51 spaces, at a minimum, are proposed to be allocated for resident guest and retail/commercial parking needs.

Landscaping and Lighting

As shown on Figure 4, *Conceptual Site Plan*, the proposed project’s landscape plan features a variety of new trees, shrubs, and groundcover along the southern, eastern, and western site boundaries, within the main courtyard and various plazas, and along the Spruce Avenue and Red Oak Street frontages. New landscaping is also proposed for the offsite improvement area, which would consist of ground cover, shrubs, and trees. All setbacks and other common areas not occupied by buildings or hardscape improvements (e.g., drive aisles, pedestrian walkways) would be landscaped. As shown on Figure 4, decorative pavers would be provided in the courtyards, plazas, walkways, and corridors.

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Figure 4 Conceptual Site Plan

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Figure 5a Conceptual Building Rendering

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Figure 5b Conceptual Building Rendering

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Figure 6a Conceptual Building Elevation

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Figure 6b Conceptual Building Elevation

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Lighting for the apartment complex would consist of building-mounted light fixtures; lighting for pedestrian walkways; ground-mounted decorative lighting for landscape, architectural features, and signage; interior lighting for the apartment complex and parking garage; lighting for the courtyards, including for the swimming pool area; and security lighting. See the conceptual building renderings on Figures 5a and 5b for an illustration of the potential nighttime lighting scheme for the apartment complex.

Infrastructure Improvements and Utility and Service Systems

Following is a discussion of the infrastructure improvements and utility and service systems needed to accommodate the proposed project. All proposed infrastructure and improvements would require City approval and where necessary, approval of the utility/service provider.

Water System

The Cucamonga Valley Water District (CVWD) would provide potable water service to the project site. As a part of the proposed project, new onsite potable water lines would connect to existing offsite water mains in Spruce Avenue and Red Oak Street. Proposed potable water infrastructure improvements would include trenching and installing new lines, and connection to the offsite water main. No offsite water line or main construction or upsizing would be required to accommodate the proposed project as the existing water system is adequate to serve the project. However, some construction would occur within the public right-of-way of Spruce Avenue and Red Oak Street in order to make the necessary infrastructure connections to the existing water main. The proposed water system improvements would be designed and constructed in accordance with City and CVWD requirements and would require City and CVWD approval.

Wastewater System

CVWD would provide wastewater collection and conveyance service to the project site. As a part of the proposed project, new onsite sewer lines would connect to existing offsite sewer mains in Red Oak Street and Spruce Avenue. No offsite sewer line construction or upsizing would be required to accommodate the proposed project as the existing wastewater system is adequate to serve the project. However, some construction would occur within the public right-of-way of Spruce Avenue and Red Oak Street in order to make the necessary infrastructure connections to the existing sewer main. The proposed wastewater system improvements would be designed and constructed in accordance with City and CVWD requirements and would require City and CVWD approval.

Drainage System

Under proposed conditions, site runoff would be conveyed similar to existing conditions, continuing to flow southwesterly via new onsite drainage collection, conveyance, and treatment systems. Project development would increase the amount of impervious surfaces on the site, which would increase the volume of site discharge by 2.182 cubic feet per second under a 100-year storm event. However, as described in the Preliminary Hydrology Report prepared for the project (VEI 2023), the increased flow from the project would be captured through drainage inlets at the west and south portions of the project site and routed through an onsite storm drain system that discharges to below ground infiltration chambers with drywells. The chambers would be sized to capture and retain 90 percent of the predeveloped runoff volume. The proposed drainage system improvements will be designed and constructed in accordance with City requirements.

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Solid Waste System

Solid waste generated by the proposed project would be collected and hauled away by Burrtec Waste Industries and transported to/disposed of at one of the landfills serving the City. Solid waste generated by the residential, retail, and commercial uses would be processed in the trash compactor rooms on the ground level of the parking structure. A trash room with trash chutes would be provided on each level for resident use. Once deposited into the trash chute, garbage would flow down via gravity to solid waste bins in the trash compactor rooms.

Utilities and Service Systems

Plans for utilities that would serve the proposed project would include provision of electricity (City of Rancho Cucamonga), natural gas (Southern California Gas Company), and telecommunications (various, including Frontier Communications, Comcast, and Charter Spectrum). All new utility infrastructure would be installed underground or placed in enclosed spaces (e.g., utility closets).

DISCRETIONARY ACTIONS AND APPROVALS

Under CEQA Guidelines Section 15357, a discretionary action means a project that calls for an exercise of judgment or deliberation when the public agency—for this project, the public agency is the City of Rancho Cucamonga—decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, regulations, or other fixed standards. The City of Rancho Cucamonga is the lead agency under CEQA and has the principal approval authority over the proposed project. Following is a list of the discretionary actions and approvals required for project implementation.

- Adoption of a Class 32 CEQA Exemption
- Approval of DRC2023-00154: Design Review
- Approval of DRC2023-00346: Master Plan (to permit project with reduced non-residential component)

NONDISCRETIONARY/MINISTERIAL ACTIONS AND APPROVALS

Under CEQA Guidelines Section 15369, non-discretionary or ministerial actions or approvals are those that involve little or no discretion (e.g., connections to utility infrastructure), merely apply a checklist or clear requirements to the facts as presented and are often issued over the counter by a county or city staff. These actions or approval are ones that require only conformance with a fixed standard or objective measurement and require little or no personal judgment by a government agency as to the wisdom or manner of carrying out the action. Generally, non-discretionary or ministerial permits require a public official to determine only that the project conforms with applicable zoning and building code requirements and that applicable fees have been paid. Following is a list of the nondiscretionary/ministerial actions and approvals required for project implementation.

- Approval and issuance of grading and building permits.
- Approvals for water, sewer, and storm drain infrastructure improvements in the public right-of-way (if necessary).
- Approvals and issuance of permits for offsite roadway improvements

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EXCEPTIONS UNDER SECTION 15300.2

Exception A: Cumulative Impact

The proposed project includes construction of a seven-story mixed use development, with 176 residential units with ground-floor commercial. The proposed project would not combine with other activities or development projects in the area that would result in cumulative impacts. The issues relevant to the proposed project are temporary (e.g., construction noise and traffic), localized, and confined to the vicinity of the project site.

Additionally, impacts related to topical areas that consider impacts on a more cumulative level (e.g., regional), such as air quality, greenhouse gas emissions, and traffic, would not be cumulatively considerable with project development in conjunction with other cumulative projects in the city, as substantiated below under Condition D, Result in Significant Effects, of Section 15332.

Furthermore, the project site is in an urbanized area of the city where supporting utility infrastructure (e.g., water, wastewater, electricity, natural gas) and public services (e.g., solid waste collection, police and fire protection, schools) currently exist and are adequate to serve the proposed project. Implementation of the proposed project would connect to the existing utility infrastructure in the surrounding area (i.e., connection to water and sewer lines in abutting roadways) and not require the construction of new or expansion of existing utility infrastructure and public services.

Therefore, due to the project site's relatively small scale and the nature of the proposed project, no significant cumulatively considerable impacts are anticipated, and Exception A would not apply.

Exception B: Significant Effect

As stated in CEQA Guidelines Section 15300.2(c), a categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. As demonstrated below under Exceptions C, D, and E of Section 15300.2 and Conditions A through E of Section 15332, construction and operation of the proposed project would not have a significant impact on the environment. Therefore, Exception B would not apply to the project.

Exception C: Scenic Highways

As shown on Figure 2, *Aerial Photograph*, the project site is in an urbanized area of the city. According to the Rancho Cucamonga General Plan, there are no designated scenic view corridors abutting or within proximity of the project site (Rancho Cucamonga 2021).

Additionally, the nearest officially state designated scenic highway, according to the California Department of Transportation's (Caltrans) Scenic Highway System Map, is Route 210/Route 138, approximately 19 miles northwest of the project site (Caltrans 2024). Due to the distance and existing intervening development, the proposed project would not obstruct any view of and/or from this officially designated state scenic highway.

Based on the preceding, project implementation would not result in damage to scenic highways, and Exception C would not apply.

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Exception D: Hazardous Waste Sites

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, which specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. The following databases were reviewed for hazardous material site listings on or within 0.25 mile of the project site:

- GeoTracker, State Water Resources Control Board (SWRCB 2024)
- EnviroStor, Department of Toxic Substances Control (DTSC 2024)
- EnviroMapper, US Environmental Protection Agency (USEPA 2024a)
- EJScreen, US Environmental Protection Agency (USEPA 2024b)

Based on the database review, the project site has not been identified as a hazardous materials site pursuant to Government Code Section 65962.5, and therefore the proposed project would not create a hazard to the public.

According to the US Environmental Protection Agency’s (EPA) EnviroMapper database, there are 10 hazardous waste sites within 0.25 mile of the project site, as shown in Table 1. Four of the sites were determined to have various hazardous waste that were disposed of according to state and federal laws and regulations and are considered inactive hazardous waste sites. The remaining active hazardous waste sites (Harber Freight, Pet Smart, 99 cents only store, Michaels, Fire Below) all contain an active permanent permit to sell typical hazardous consumer products and dispose of them in accordance with state and federal laws and regulations. The potential for the contaminants of concern to impact the proposed project is unlikely, as is the potential for the project to cause the contaminants of concern to be disturbed or released.

Table 1 Hazardous Waste Sites Within 0.25 mile of the Project Site

Site Address and Case No.	Database	Identifier	Cleanup Status	Proximity to Site
10837 Laurel, Rancho Cucamonga, CA 91730 (CAD983625823)	EnviroMapper	Hazardous waste liquid, NOS, silver	Inactive (expired: 6/30/2000)	400 feet west
8179 Spruce Avenue, Rancho Cucamonga, CA 91730 (CAC002990424)	EnviroMapper	N/A	Inactive (expired: 2/25/2019)	440 feet east
10841 White Oak Avenue, Rancho Cucamonga, CA 91730 (CAL000324033)	EnviroMapper	Gasoline mixture	Inactive (expired: 6/30/2021)	630 feet southeast
10801 Foothill Boulevard Units 101 and 102, Rancho Cucamonga, CA 91730 (CAL000331243)	EnviroMapper	N/A	Inactive (expired: 6/30/2021)	665 feet west

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Table 1 Hazardous Waste Sites Within 0.25 mile of the Project Site

Site Address and Case No.	Database	Identifier	Cleanup Status	Proximity to Site
10828 E Foothill Boulevard Suite #120, Rancho Cucamonga, CA 91730 (CAL000426893)	EnviroMapper	Non-RCRA hazardous waste liquid - cosmetics	Active - Permanent	930 feet northwest
10848 Foothill Boulevard, Rancho Cucamonga, CA 91730 (CAL000386303)	EnviroMapper	Sodium hydroxide, sodium hypochlorite, charcoal	Active - Permanent	960 feet northwest
10788 Foothill Boulevard Suite #103, Rancho Cucamonga, CA 91730 (CAL000371263)	EnviroMapper	Waste aerosols, sodium hydroxide, potassium hydroxide, acetone, and petroleum distillates	Active - Permanent	1,200 feet northwest
8316 Red Oak Street, Rancho Cucamonga, CA 91730 (CAC002999615)	EnviroMapper	N/A	Inactive (expired: 5/7/2019)	1,242 feet southwest
10940 Foothill Boulevard, Rancho Cucamonga, CA 91730 (CAL000401545)	EnviroMapper	Waste aerosols, fluorescent bulbs, waste pesticides	Active - Permanent	1,275 feet northeast
10950 Foothill Boulevard, Rancho Cucamonga, CA 91730 (CAR000350405)	EnviroMapper	Flammable liquid, waste aerosols, batteries, and consumer product liquid waste	Active - Permanent	1,300 feet northeast

Source: USEPA 2024a.

Additionally, the Phase I Environmental Site Assessment (ESA) prepared for the project site determined that there is one known CORRACTS facility (facilities that are subject to corrective action) within one mile of the project site at 10667 Jersey Boulevard associated with Robert Manufacturing Company (Orswell & Kasman, Inc. 2022). The facility has been given a low corrective action, and due to its distance any potential contamination or hazards are unlikely. The Phase I ESA also identified two CalEPA sites within a mile, but similarly, due to the distance, any potential contamination or hazards are unlikely. No other hazardous materials sites are listed on or within 0.25 mile of the project site on any of the databases searched.

Furthermore, the Phase I ESA determined that no hazardous substances (above ground or underground), hazardous standing water and pools, superfund sites or other hazardous activities or materials have been identified on or surrounding the project site.

Therefore, no impact on the public or environment would occur as a result of the project, and Exception D would not apply.

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Exception E: Historical Resources

CEQA Guidelines Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally, a resource is considered to be “historically significant” if it meets one of the following criteria:

- i. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii. Is associated with the lives of persons important in our past;
- iii. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- iv. Has yielded, or may be likely to yield, information important in prehistory or history.

As shown on Figure 2, *Aerial Photograph*, the project site is vacant land and void of any buildings or structures. The project site is and has always consisted of vacant land.

Per the Cultural Resources Existing Conditions Report prepared for the 2022 Rancho Cucamonga General Plan Update, no historic resources or landmarks are listed on or abutting the project site. The nearest historic landmark to the project site is the Cucamonga Service Station, approximately 1.5 miles west of the site at 9670 Foothill Boulevard (NPS 2024, Rancho Cucamonga 2020). Additionally, according to a review of the national and state historical resources databases (National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, and California Register of Historic Resources), the project site is not identified as a significant historical resource (NPS 2024, OHP 2024).

Therefore, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource, and Exception E would not apply.

CONDITIONS UNDER SECTION 15332

Condition A: General Plan and Zoning Consistency

The City enforces numerous goals, policies, and regulations related to the purpose of avoiding or mitigating an environmental effect. The planning and regulatory plans that govern development and use of the project site are the Rancho Cucamonga General Plan and Development Code (Title 17 of the City’s Municipal Code). The development and design standards and regulations in the Development Code constitute the zoning regulations that govern development of the project site.

Following is an analysis of the proposed project’s consistency with these adopted land use regulations. As demonstrated below, the project meets Condition A.

General Plan Consistency

The project site has a General Plan land use designation of City Center. As stated in Chapter 1, Land Use and Community Character, of the Rancho Cucamonga General Plan, the City Center use designation is established to accommodate retail, commercial, and housing in various forms (Rancho Cucamonga 2021).

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Implementation of the proposed project, which consists of an infill mixed-use project, would not conflict with the general plan or the land use designation of the project site. The residential, live-work, and retail uses proposed under the project, including the density, are permitted under the City Center land use designation. The City Center land use designation also encourages infill and redevelopment with a mix of uses. Project development does not include or require any amendments to the Rancho Cucamonga General Plan. The proposed project would not represent a change in land use or pattern that is inconsistent with the Rancho Cucamonga General Plan. The residential and commercial uses proposed would complement and be compatible with the character of the surrounding area, which consists of a mix of retail, office, and commercial uses. Project development would also help implement and further a number of goals and policies the Rancho Cucamonga General Plan, including Goal LC-1, LC-2, LC-4, and LC-6. For policies, the proposed project would help implement various policies, including but not limited to the ability to provide complete places (LC-1.1), ensuring the quality of public space (LC-1.3), and the provision of compatible development (LC-1.11).

Additionally, the San Bernardino Transportation Analysis Model (SBTAM) travel demand model land use inputs for the project area transportation analysis zone (TAZ) used for the recent general plan update EIR were reviewed. At general plan buildout, the project area TAZ includes 2,064 multi-family dwelling units. Currently, there are zero multi-family residential units in the TAZ; as such, the project is in alignment with forecast residential unit growth in the city. Retail and professional employment are also accounted for in the project area TAZ and are expected to grow by buildout year. Therefore, this project is consistent with the assumptions used for the general plan.

In determining the appropriateness of the proposed project, the Rancho Cucamonga Planning Commission would review the project's consistency and conformance with the objectives, goals, and standards of the Rancho Cucamonga General Plan.

Therefore, project implementation would not conflict with the Rancho Cucamonga General Plan.

Zoning Consistency

The project site is zoned Center 2 Zone (CE2). The CE2 zone was established to provide medium- to high-intensity mixed-use development along walkable corridors. It applies to mixed-use urban areas with pedestrian-friendly commercial and residential hubs and infill development along vibrant public spaces that promote walkability. As stated in Table 17.128.020-1, Summary Table of Form-Based Zones, of the Rancho Cucamonga Development Code uses permitted in the CE2 zone include ground-floor commercial and retail activity with mixed commercial or residential uses on upper floors, high density residential, and civic uses with no maximum heights.

The uses proposed under the mixed-use project (residential over ground-level commercial uses and live-work units) are permitted uses under the CE2 zoning designation. The project site is in an area surrounded by a mix of commercial, retail, and office uses that are readily accessible to future project residents and commercial tenants via a well-established sidewalk system. The proposed project would help implement the City's vision for development projects in the CE2 zone by introducing a high-density (99 du/ac) mixed-use development along walkable corridors along Spruce Avenue, Red Oak Street, and Foothill Boulevard. The ground-level retail and commercial uses proposed along Spruce Avenue would help activate the corridor and promote walkability.

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Additionally, project implementation would not require the approval of an amendment to the zoning standards or a zone change; nor would it require a variance or any adjustments from the City's zoning standards, which help ensure that development projects in Rancho Cucamonga are designed and implemented in a manner that is not detrimental to the project site or its surroundings. The proposed project has been designed and would be developed in accordance with all applicable Rancho Cucamonga zoning standards, including those related to building height and setbacks, placemaking, building and site plan design, landscaping, and parking. Compliance with the applicable zoning standards would be ensured through the City's development review process, which includes Rancho Cucamonga Planning Commission review of the project.

Further, in determining the appropriateness of the proposed project, the Rancho Cucamonga Planning Commission would review the project's conformance with the objectives and requirements of the City's zoning standards as provided in the Development Code (e.g., parking, setbacks, building height, density).

Therefore, project implementation would not conflict with the Rancho Cucamonga Development Code.

Condition B: Project Location and Size

Project development would occur within the city limits on a project site of no more than five acres (site comprises 1.8 acres) surrounded by a mix of office, retail, and commercial land uses (see Figure 3, *Aerial Photograph*). As shown on Figure 3, the site is in a highly urbanized area of the city and is considered an infill development site. Therefore, the proposed project meets Condition B.

Condition C: Biological Value

The analysis in this section is based in part on the Biological Resources Assessment conducted by ECORP Consulting Inc (Appendix A) for the 1.8-acre project site and 0.87-acre offsite improvement area shown on Figure 3, *Aerial Photograph*. The purpose of the assessment was to evaluate the potential impacts to biological resources as a result of project development. Following is a summary of the findings and conclusions of the assessment.

As shown on Figure 3, the project site is vacant and undeveloped, with displaced sandy soil and ruderal vegetation. The project site is disturbed, with trash present, tire tracks crossing the northwest corner of the site, and nonnative plant species dominating the landscape. The offsite improvement area is developed and disturbed with roadway improvements. The project site and roadway improvement area are bounded by urban uses.

The project site contains one vegetation community, cheatgrass grassland, and the surrounding area has one land cover type, developed. Cheatgrass grassland is a non-native species that occurs in disturbed areas, including abandoned fields, eroded areas, overgrazed rangeland, road verges, waste places, foothills, and lower montane slopes. Developed is not a vegetation community, but constructed or physically altered land, to an extent that natural vegetation communities are no longer supported. The developed areas, which consist of the offsite improvement area and a 300-foot buffer around the project site, contain small strips of landscaped vegetation, with ornamental trees, yet primarily consist of paved roadways, parking lots, and commercial development.

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Wildlife Movement Corridors

The project site and offsite improvement area are in an urbanized area of the city, with the closest native habitat block approximately five miles north at the San Gabriel Mountains. The project site and offsite improvement area provide minimal wildlife movement opportunities and do not contain any major drainages or washes that would be considered movement corridors for wildlife, nor are any such features abutting or within proximity of the project site. Therefore, the project site or offsite improvement area are not considered a linkage or corridor between natural habitats areas.

Special-Status Wildlife

Three wildlife species have the potential to occur within the project site and possibly in the offsite improvement area based on the presence of suitable habitat and documented observations in the vicinity: burrowing owl (*Athene cunicularia*), Crotch bumble bee (CBB, *Bombus crotchii*), and Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). Burrowing owl was determined to have a moderate potential to occur due to the presence of marginal suitable habitat observed in the project site. The CBB was determined to have a moderate potential to occur due to the presence of marginal suitable habitat and California Natural Diversity Database (CNDDDB) occurrences within the vicinity of the project site. Delhi sands flower-loving fly was determined to have a low potential to occur due to the presence of limited suitable habitat and historical CNDDDB occurrences in and around the project site. None of these species were observed during the biological survey conducted by ECORP. However, as a part of the project approval and to confirm the presence or absence of these species, the following biological surveys would be included as conditions of approval. Compliance with the conditions of approval will be ensured through the City's development review and building permit process.

Focused Breeding Season Surveys for Burrowing Owl. Due to the presence of suitable habitat on the project site, focused burrowing owl surveys shall be conducted following the methods described in the California Department of Fish and Wildlife's (CDFW) Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 2012). The protocol requires that a focused burrow survey and four focused surveys be conducted during the breeding season (February 1 through August 31). The surveys should be conducted in the morning one hour before sunrise to two hours after sunrise or in the early evening two hours before sunset to one hour after sunset during favorable weather conditions (e.g., wind less than 20 miles per hour (mph), temperature less than 90°F). If burrowing owls or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the project site during the survey and impacts are unavoidable, the project applicant shall develop a Burrowing Owl Management Plan that outlines additional protection measures developed in accordance with CDFW's Staff Report on Burrowing Owl Mitigation. Coordination with CDFW may also need to occur. Protection measures included in the Burrowing Owl Management Plan may include establishment of no-disturbance buffers, additional biological monitoring during construction activities, seasonal work restrictions, or passive relocation conducted outside of the owl breeding season.

Delhi Sands Flower-Loving Fly Habitat Suitability Assessment. Due to the presence of limited suitable habitat (Delhi sands) and prior to construction occurring on the project site, a habitat assessment shall be performed for the project site and adjacent areas by a US Fish and Wildlife Services-permitted biologist with a 10(a)(1)(A) permit to conduct surveys for Delhi sands flower-loving fly and with extensive knowledge of the species. The purpose of the habitat assessment will be to determine the presence of suitable habitat for the

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species within the project site and adjacent areas as well as ascertain the potential for the species to occur on or adjacent to the project site. The habitat assessment will include a site walkover, a check of adjacent empty lots for comparison of habitat quality to the project site, photographs to document the site conditions, and characterizing the type and quality of the habitats within the project site with respect to Delhi sands flower-loving fly. At the conclusion of the habitat assessment, a brief report of findings as well as recommendations on whether focused surveys should be conducted or not shall be provided. The report will also include any project-specific minimization and avoidance measure recommendations, if deemed necessary.

Crotch Bumble Bee (CBB) Preconstruction Surveys. If the CBB is no longer a candidate or listed species under the California ESA at the time ground-disturbing activities are planned to begin, then no additional protection measures are recommended for this species. If the CBB is legally protected under the California ESA as a Candidate or Listed species at the time ground-disturbing activities are scheduled to begin, two weekly nest-detection preconstruction CBB surveys during suitable weather conditions and appropriate time of day (1 hour after sunrise to 2 hours before sunset, <8 mph sustained winds, mostly sunny, between 65 and 90 degrees F) by a qualified CBB biologist with the 2nd and final survey within 24 hours of ground disturbance/vegetation clearing of that parcel if that is to occur during the colony active period (April through August). CDFW notification and approval of further avoidance and minimization measures (presence of a biomonitor during initial clearing/grading) will need to be employed if the species is observed foraging but not nesting. A nest avoidance buffer (typically 100-foot circumference and inclusive of connectivity corridors and active foraging habitat) would need to be established if a nest is found. Due to isolation of the project site, it would likely need to have seasonal avoidance of clearing if a nest is found or suspected to be the sole source of foraging habitat for a nearby nest. If clearing/grading is to occur during the queen flight season (February through March, respectively), then three weekly preconstruction CBB surveys during suitable weather conditions would be recommended during the flight season (February through October) and same avoidance measures as above in order to detect newly emerged queens that are searching for a nest location. An Incidental Take Permit would likely be required if a nest is found.

Raptors and Migratory Birds

The ornamental vegetation and anthropogenic structures (e.g., utility poles and commercial buildings) adjacent to the project site may support the nesting activities of raptors and other migratory and resident bird species. Additionally, habitat for ground-nesting bird species is present on the project site. There is potential for nesting birds to be impacted by project activities if construction, vegetation maintenance, or tree removal activities are conducted during the nesting season (January 15 to August 31 for raptors; February 1 to September 30 for passerines). None of these species were observed during the biological survey conducted by ECORP. However, as a part of the project approval and to confirm the presence or absence of these species, the following biological surveys would be included as conditions of approval. Compliance with the conditions of approval will be ensured through the City's development review and building permit process.

Preconstruction Nesting Bird Survey. When feasible, it is recommended that any construction, ground-disturbing activities, vegetation management, and tree removal be conducted outside the breeding season for birds (the breeding season is approximately January 15 to August 31 for raptors and February 1 to September 30 for passerines) to avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5, and 3513. If activities with the potential to disrupt nesting birds, including special-status bird species, are scheduled to occur during the bird breeding season, it is recommended that a preconstruction nesting bird survey be

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conducted by a qualified biologist who is experienced in the identification of avian species no more than three days prior to the start of construction activities. The nesting bird survey will include the Proposed Project impact area and adjacent areas where Project activities have the potential to cause indirect impacts to nesting birds. If nesting birds are not observed during the survey, construction activities, vegetation management, or tree removal may begin. If nesting birds, including nesting raptors, are observed during the survey, measures will be implemented to avoid or minimize potential Project-related impacts to active nests. Measures may include but not be limited to biological monitoring during the activities, seasonal work restrictions, or establishment of a no work buffer around active nests until nesting has been completed as determined through periodic nest monitoring conducted by the biologist. The size of the no-work buffer will be determined by the biologist, depending on the species and nest status.

Aquatic Resources

No blue line streams, drainages exist within the project site or within a 300-foot buffer of the site. The nearest aquatic feature is Deer Creek, 0.7 mile west of the project site. Additionally, no potential jurisdictional waters of the U.S. or State were identified during this survey.

Special-Status Plants

One special-status plant species has a moderate potential to occur on the project site: paniculate tarplant. The project site provides moderately suitable habitat for this species in the sandy soils of the cheatgrass grassland present onsite, and one occurrence was documented in 2013 approximately 2.5 miles east of the project site. One federally listed plant species has low potential to occur on the project site: San Diego ambrosia. No special-status plants were observed during the biological survey. However, as a part of the project approval, the following biological survey would be included as a condition of approval.

Preconstruction Surveys for Special-Status Plants. Paniculate tarplant has a moderate potential to occur on the project site, and San Diego ambrosia has a low potential to occur. As such, a focused preconstruction rare plant survey shall be conducted during the appropriate blooming period or the season immediately prior to project implementation to ensure no new individual of rare plants are present on the project site prior to the start of construction. The survey shall be conducted in accordance with the USFWS, CNPS, and CDFW protocols for surveying special-status plant populations during the blooming period for paniculate tarplant (April to November) and San Diego ambrosia (April to October) occurring the season prior to the start of ground-disturbing activities. If paniculate tarplant and/or San Diego ambrosia are not identified within the Project boundaries or in adjacent areas where project activities may result in impacts to these species, then ground-disturbing activities may commence without implementing additional species protection measures. If either species is detected during the preconstruction survey and the location(s) is/are outside the project impact area, then an environmentally sensitive area fence shall be established around the plant at an appropriately sized buffer determined by a botanist, and no project activities may occur inside the buffer for any reason. If either species is detected during the preconstruction survey and project-related impacts are unavoidable, then consultation with the appropriate regulatory agency (USFWS and/or CDFW) may be needed to develop a mitigation plan or additional avoidance and minimization measures.

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Conclusion

Based on the preceding, project implementation will not cause a substantial adverse impact on biological resources. Therefore, the proposed project meets Condition C.

Condition D: Result in Significant Effects

As demonstrated below, the proposed project would not result in any significant effects related to air quality, noise, traffic, or water quality. Therefore, the proposed project meets Condition D.

Air Quality

The project site and offsite improvement area are within the South Coast Air Basin (SoCAB) and the South Coast Air Quality Management District (South Coast AQMD) jurisdiction. The following analysis evaluates the impacts of the proposed project based on the significance criteria of the South Coast AQMD. The analysis focuses on air pollution from regional emissions and localized pollutant concentrations. “Emission” refers to the actual quantity of pollutant, measured in pounds per day. “Concentration” refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$). Emissions of the proposed project are modeled using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.21. Modeling emissions worksheets, assumptions, and output files are provided in Appendix B.

The following provides a summary of the potential short- and long-term air quality impacts associated with the proposed project.

Regional Emissions

Construction

Table 2 shows the project-related criteria air pollutant emissions generated from construction activities (operation of construction equipment, fugitive dust generated from ground disturbance, etc.) and construction-related on-road vehicles (haul trucks, worker, and vendor trips, etc.) associated with the proposed project. As shown in the table, construction activities associated with the project would not exceed the South Coast AQMD regional construction significance thresholds. Therefore, construction-related regional impacts to air quality would not be significant.

Table 2 Maximum Daily Construction Emissions

Year	Maximum Daily Emissions (pounds/day) ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀ ²	PM _{2.5} ²
Year 2024	3	33	35	<1	6	2
Year 2025	9	7	26	<1	4	1
Year 2026	6	48	76	<1	9	3
Project Maximum Daily Emissions	9	48	76	<1	9	3
South Coast AQMD Maximum Daily Thresholds	75	100	550	150	150	55
Exceeds Threshold	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.21. Highest winter or summer emissions are reported.

¹ Based on construction equipment mix provided and/or verified by the project applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted South Coast AQMD.

² Includes implementation of fugitive dust control measures required by South Coast AQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, and street sweeping with Rule 1186-compliant sweepers.

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Operation

Long-term air pollutant emissions generated by the proposed project would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), mobile sources from vehicle trips, and energy use (i.e., natural gas) associated with the project. Table 3 identifies the long-term criteria air pollutant emissions generated from operation of the proposed project. As shown in the table, operation of the proposed project would not generate criteria air pollutant emissions that exceed the South Coast AQMD’s regional significance thresholds. Therefore, long-term operation-related impacts to air quality would not be significant.

Table 3 Maximum Daily Operational Phase Emissions

Source	Criteria Air Pollutants (pounds/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile Sources ¹	5	5	47	<1	11	3
Area	8	<1	18	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Project Maximum Daily Emissions	13	6	65	<1	11	3
South Coast AQMD Maximum Daily Thresholds	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.21. Totals may not equal 100 percent due to rounding.
¹ Based on the trip generation data provided by Fehr & Peers (See Appendix C).

Localized Emissions

Construction

The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects. Localized significance thresholds (LSTs) are based on the California Ambient Air Quality Standards (AAQS), which are the most stringent AAQS established to provide a margin of safety in the protection of public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. The screening-level construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area (SRA). The nearest offset residential receptors are the apartments over 900 feet to the north of the project site. The screening-level LSTs (pounds per day) are used to gauge whether a project could potentially exceed the LSTs.

Table 4 shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the South Coast AQMD’s screening-level construction LSTs. As shown in the table, the maximum daily NO_x, CO, PM₁₀ and PM_{2.5} construction emissions generated from onsite construction-related activities would be less than their respective South Coast AQMD screening-level LSTs. Therefore, project-related construction activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations, and construction-related localized air quality impacts would not be significant.

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Table 4 Localized Construction Emissions

Source	Pollutants(pounds/day) ¹			
	NO _x	CO	PM ₁₀	PM _{2.5}
Main - Site Preparation, Rough Grading, & Fine Grading Overlap	25	26	4	1
Main - Site Preparation, Rough Grading, Fine Grading, & Utility Trenching Overlap	27	29	4	1
Main - Utility Trenching	2	3	<1	<1
Main - Building Construction 2024	3	5	<1	<1
Main - Building Construction 2025	3	5	<1	<1
Main - Building Construction 2025 & Architectural Coating Overlap	4	6	<1	<1
Main - Building Construction 2026	3	5	<1	<1
Main - Building Construction 2026, Main - Paving, Main - Finishing/Landscaping, Offsite Demolition, Offsite - Grubbing, & Offsite Grading Overlap	43	55	4	2
Main - Building Construction 2026, Main - Paving, Main - Finishing/Landscaping, & Offsite Drainage Overlap	12	19	<1	<1
Main - Building Construction 2026, Offsite - Paving, & Offsite Striping Overlap	10	15	<1	<1
South Coast AQMD 1-acre or less Screening LST	118	863	5	4
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2022.1.1.21; South Coast AQMD 2008, 2011.

Notes: In accordance with South Coast AQMD methodology, only onsite stationary sources and mobile equipment are included in the analysis. For the purposes of this analysis, screening-level LSTs are based on receptors within 82 feet (25 meters) of the project site in SRA 32 for all pollutants.

Main = primary onsite project; Offsite = offsite improvements

¹ Based on construction equipment mix provided and/or verified by the project applicant. Where specific information regarding project-related construction activities or processes was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted South Coast AQMD.

Operation

The operation of the proposed project would not generate substantial quantities of emission from onsite, stationary sources. Land uses with stationary sources that have the potential to generate substantial emissions would require a permit from South Coast AQMD. These include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. The proposed project does not fall within these categories of uses. The operation of the proposed project would include use of standard onsite mechanical equipment, such as heating/ventilation/air conditioning units, and air pollutant emissions generated from this equipment would be nominal. Therefore, localized air quality impacts for operation-related emissions would not be significant.

Noise

The following provides a summary of the potential short- and long-term noise impacts associated with the proposed project.

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Project Construction Noise

Two types of short-term noise impacts could occur during construction: (1) mobile-source noise from transport of workers, material deliveries, and debris and soil haul and (2) stationary-source noise from use of construction equipment. Existing uses surrounding the project site would be exposed to construction noise.

Construction Equipment

Noise generated during construction is based on the type of equipment used, the location of the equipment relative to sensitive receptors, and the timing and duration of the noise-generating activities. Each activity phase of construction involves the use of different construction equipment, and therefore each activity phase has its own distinct noise characteristics. Noise levels from construction activities are dominated by the loudest piece of construction equipment. The dominant noise source is typically the engine, although work piece noise (such as dropping of materials) can also be noticeable.

The noise generated at each activity phase is determined by combining the Leq contributions from the top three loudest pieces of equipment used at a given time. Construction activities associated with the proposed project would not require blasting or pile driving. Demolition and grading typically generate the highest noise levels because they require the largest equipment. Construction noise quite often exhibits a high degree of variability because factors such as noise attenuation due to distance, the number and type of equipment, and the load and power requirements to accomplish tasks at each construction activity phase result in different noise levels at a given sensitive receptor. Heavy equipment such as a dozer or a loader can have maximum, short-duration noise levels of 85 dBA at 50 feet. Since noise from construction equipment is intermittent and diminishes at a rate of 6 dBA per doubling distance, the average noise levels at noise-sensitive receptors would be lower, because mobile construction equipment would move around the site with different loads and power requirements.

Construction noise from activity that occurs throughout the entire construction site is calculated at spatially averaged distances (i.e., from the acoustical center of the general construction site to the property line of the nearest noise sensitive receptors) because the area around the center of construction activities best represents the potential average construction-related noise levels at the various sensitive receptors. Therefore, the distances of construction activity to sensitive receptors would be consistent between each phase. The City of Rancho Cucamonga does not have an established criterion for daytime construction noise levels. Therefore, the Federal Transit Administration (FTA) daytime criterion of 80 dBA Leq for residential uses is used to determine impact significance. The nearest sensitive receptors to the project site include Kindred Hospital to the southeast and Abundant Living Family Church to the south (see Figure 3, *Aerial Photograph*). Project-related construction noise levels at these receptors were modeled using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM), and construction equipment is based on information provided by the project applicant and CalEEMod default equipment mix.

Table 5 summarizes the aggregate noise levels by activity phase at various receptor distances. As shown in the table, construction noise would attenuate to 73dBA Leq or less at the nearest noise-sensitive receptor, which is below the FTA criterion of 80 dBA Leq. Additionally, noise from construction activities would be temporary and cease upon project completion. Therefore, no impact from construction noise would occur.

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Table 5 Project-Related Construction Noise, Energy-Average (Leq) Noise Levels, dBA

Construction Activity Phase	Noise Level at Nearest Receptors		
	RCNM Reference Noise Level	Kindred Hospital to the South	Abundant Living Family Church to the South
<i>Project-Site Construction Phases</i>			
<i>Distance in feet onsite construction</i>	50	520	600
Site Prep	80.8	60.5	59.2
Site Prep Soil Haul	80.8	60.5	59.2
Grading	82.0	61.7	60.4
Utility Trenching	77.4	57.1	55.8
Building Construction	80.0	59.7	58.4
Paving	83.5	63.2	61.9
Finishing/Landscaping	80.1	59.8	58.5
<i>Roadway Improvement Construction Phases</i>			
<i>Distance in feet offsite construction</i>	50	200	430
Demolition	84.5	72.5	65.8
Drainage and Utilities	75.1	63.1	56.4
Asphalt Paving	83.1	71.1	64.4
Architectural Coating	73.7	61.7	55.0

Source: FHWA RCNM.

Operational Noise

Mechanical Equipment

The proposed project would include heating, ventilation, and air conditioning systems (HVAC) for the mixed-use building. Mechanical equipment is anticipated to be installed on the rooftop of the proposed building. For a conservative analysis, it was assumed that the rooftop HVAC equipment would be installed at the edge of the building closest to receptors and with no acoustical shielding. As mentioned above, the nearest sensitive receptor is the Kindred Hospital southeast of the project site. HVAC units are typically 72 dBA Leq at a distance of 3 feet. The proposed project would be approximately 150 feet from the hospital property line. At 150 feet, noise levels would attenuate to 38 dBA, which is below the daytime and nighttime exterior noise standards of 65 dBA and 60 dBA, respectively. Also, although the noise analysis considered a conservative scenario (no acoustical shielding at the rooftop), the City requires that all rooftop equipment be shielded. With the shielding, the noise that would be generated by the HVAC system would be further reduced. Therefore, HVAC noise would be not perceptible to offsite sensitive receptors.

A trash compactor would be placed within the interior of the proposed structure on the ground floor. All trash compacting noise would be fully shielded and noise would be blocked by the parking structure. Therefore, trash compacting noise would be not perceptible to offsite sensitive receptors.

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Traffic Noise

A project will normally have a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions, and changes of 1 to 3 dBA are perceptible under quiet, controlled conditions. Changes of less than 1 dBA are usually indiscernible. A change of 5 dBA is readily discernible to most people in an exterior environment. Based on this, the following thresholds of significance—similar to those recommended by the Federal Aviation Administration (FAA)—are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if traffic noise increase would exceed:

- 1.5 dBA in an ambient noise environment of 65 dBA CNEL and higher.
- 3 dBA in an ambient noise environment of 60 to 64 CNEL.
- 5 dBA in an ambient noise environment of less than 60 dBA CNEL.

Project-related traffic noise increases were calculated using study roadway segment volumes provided by Linscott, Law & Greenspan (LLG) for existing and opening year scenarios with and without the project trip contributions. Results of the traffic noise modeling are summarized in Table 6. Traffic modeling based on data provided by LLG indicates that project-related increases would be up to 2.4 dBA CNEL along Spruce Avenue, between Red Oak Street and White Oak Avenue, as shown in the table. Therefore, traffic noise increases would not exceed 3.0 dBA CNEL (the lowest acceptable increase) and traffic noise impacts would not occur as a result of project implementation.

Table 6 Project Traffic Noise Increase

Roadway Segment	ADT		dBA CNEL
	Existing No Project	Existing Plus Project	Project Noise Increase Over Existing Conditions
Southbound – Spruce Avenue	307	348	0.54
Westbound – Red Oak Avenue	297	349	0.70
Northbound – Kindred Hospital Driveway	114	196	2.35
Eastbound – White Oak Avenue	205	212	0.15

Source: LLG 2024.

Generation of Excessive Groundborne Vibration or Groundborne Noise Levels

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The effects from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures.

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The City of Rancho Cucamonga establishes a threshold of 85 VdB or below within 200 feet of an existing structure. Therefore, the FTA criteria is used to determine impact significance at nearby structures. To determine potential vibration velocity, it is conservatively assumed that construction equipment could operate at the edge of the project site and offsite roadway improvements area. Therefore, the distance from the vibration source (construction equipment) to closest receptor for both construction site and roadway improvements is measured from the edge of the site to the nearest structure façades. The proposed project involves construction activities adjacent to the office building abutting the western site boundary and would include offsite roadway improvements approximately 30 feet north of the hotel (Best Western Plus Heritage Inn Ontario) east of the project site boundary across Spruce Avenue. Table 7 summarizes vibration levels for typical construction equipment at a reference distance of 25 feet and distances to the surrounding structures.

Table 7 Vibration Levels for Typical Construction Equipment

Equipment	FTA Reference VdB at 25 feet	Office Building to the West of the Construction Site	Best Western Inn to the North of the Roadway Improvements
		<i>City threshold of 85 VdB within 200 feet</i>	<i>City threshold of 85 VdB within 200 feet</i>
Vibratory Roller	94.0	105.9	91.6
Large Bulldozer	87.0	98.9	84.6
Loaded Trucks	86.0	97.9	83.6
Jackhammer	79.0	90.9	76.6
Small Bulldozer	58.0	69.9	55.6
Exceeds City Threshold?		Yes	Yes

Source: FTA, 2018. *Transit Noise and Vibration Impact Assessment*, September.
Notes: VdB = Vibration velocity decibels

Paving activities and equipment within 10 feet of the office building and 30 feet of the hotel could result in excessive vibration annoyance levels at these structures. However, with incorporation of the following condition of approval, project-related vibration levels would be reduced to below 85 VdB within 200 feet of the nearest structure, as defined in Policy N-1.8 of the Rancho Cucamonga General Plan. The condition of approval would be provided as a part of the project approval.

Construction Vibration Reduction Measure. During the project’s construction activity, specifically paving and vibration compaction within 15 feet of any existing building or structure, the construction contractor(s) shall use a static roller in lieu of a vibratory roller. Use of a static roller is predicted to generate vibration levels of approximately 94 Vibration velocity decibels (VdB) at a distance of 25 feet (New Zealand Transport Agency 2012). At 50 feet, vibration levels would be approximately 85 VdB. Prior to issuance of any construction permits, the vibration equipment requirements shall be noted on all construction management plans and architectural building plans and verified by the City of Rancho Cucamonga Planning Department.

Airport Land Use Noise

The nearest airport to the project site is Ontario International Airport, approximately three miles to the southwest. The project site is outside of the airport land use plan. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels.

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Traffic

The analysis in this section is based in part on the Traffic Impact Analysis (TIA) Report prepared by Linscott, Law & Greenspan for the proposed project (LLG 2024) and the Vehicle Miles Traveled Assessment prepared by Fher & Peers, which is included as Appendix C.

Project Trip Generation and General Plan Consistency Analysis

The project trip generation provided in the TIA was prepared using trip rates from the Institute of Transportation Engineers (ITE) and information provided by the project applicant pertaining to project operation. Table 5-1, Project Traffic Generation Forecast, of the TIA presents the trip generation estimate for the proposed project. As shown in the table, the proposed project is forecast to generate 1,149 daily trips, with 66 trips generated in the AM peak hour and 72 trips generated in the PM peak hour on a “typical” weekday. One key intersection (Spruce Avenue and Red Oak Street) was analyzed in the TIA under the Existing, Near Term (Year 2026), and Buildout Condition with- and without-project scenarios to ensure that project implementation would not impact the intersection in a manner that would result in an inconformity with the acceptable LOS performance standard for intersections pursuant to the Rancho Cucamonga General Plan. As concluded in the TIA, the intersection would operate an acceptable LOS under any of the three scenarios analyzed, and no impact to the intersection would occur. Therefore, the proposed project would not cause a significant effect on the existing roadway network, and no further traffic analysis is required.

Vehicle Miles Traveled Screening Analysis

Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor’s Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. The bill also specified that delay-based level of service could no longer be considered an indicator of a significant impact on the environment under CEQA. In response, Section 15064.3 was added to the CEQA Guidelines on January 1, 2019. Section 15064.3, Determining the Significance of Transportation Impacts, states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The provisions of Section 15064.3(c) were implemented statewide beginning on July 1, 2020.

The project site, which is located in a Transit Priority Area (TPA), is accessible by multiple modes of transportation. Vehicle access to the site would be provided by a new driveway via Red Oak Street and pedestrian access via sidewalks (existing and proposed) along Spruce Avenue and Red Oak Street. Additionally, the project’s access to bicycle and public transit would reduce potential VMT in the area. Bicycle and public transit are provided via bicycle lanes and existing Omnitrans public transit services on Foothill Boulevard, approximately 400 feet northeast of the project site. The proposed project includes 338 off-street vehicle parking spaces, of which 287 are reserved for residents. Parking supply would be consistent with City of Rancho Cucamonga development standards. Based on the VMT assessment and the City of Rancho Cucamonga Traffic Impact Analysis Guidelines, adopted June 2020, the proposed project would screen-out of further VMT analysis due to its proximity to transit and its location in a TPA.

Further, access and connectivity within the City Center land use designation focuses on walkability with improved sidewalk infrastructure and locating parking behind or between buildings. The project proposes

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sidewalk improvements along the project frontages (Spruce Avenue and Red Oak Street) and places parking behind the street frontage in an enclosed parking structure, satisfying these requirements. The proposed project generally conforms to the City's General Plan mobility and circulation policies by accounting for multi-modal access, promoting a high-quality pedestrian environment, and maintaining adequate LOS at adjacent intersections. The mixed-use nature of the project also promotes internalized trips, which reduces VMT relative to citywide averages.

Therefore, the proposed project would have a less-than-significant VMT impact.

Water Quality

Following is a discussion of the potential water quality impacts resulting from urban runoff that would be generated during the construction and operational phases of the proposed project.

Project Construction Phase

Construction-related runoff pollutants are typically generated from waste and hazardous materials handling or storage areas, outdoor work areas, material storage areas, and general maintenance areas (e.g., vehicle or equipment fueling and maintenance, including washing). The project's construction phase has the potential to cause deterioration in the quality of downstream receiving waters if construction-related sediments or pollutants wash into the existing storm drain system and facilities in the area.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. Environmental factors that affect erosion include topographic, soil, and rainfall characteristics. Non-sediment-related pollutants that are also of concern during construction relate to non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues. Project-related construction activities would generate pollutants that could adversely affect the water quality of downstream receiving waters if appropriate and effective stormwater and non-stormwater management measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Construction projects of one acre or more are regulated under the Statewide General Construction Permit (CGP), Order No. 2022-0057-DWQ, issued by the State Water Resources Control Board in 2022. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters and specifying BMPs that would be implemented by the project to minimize pollution of stormwater. The project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs that the construction contractor would implement to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and show the placement of those BMPs. Standard construction BMPs that would be incorporated into the project's SWPPP and implemented during the construction phase include but are not limited to:

- Perimeter control with silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exits with rumble strip(s)/plate(s).

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- Installation of storm drain inlet protection on affected onsite drains and within roadways.
- Installation of silt fences around stockpiles and covering of stockpiles.
- Use of secondary containment around barrels, containers, and storage materials that may impact water quality.
- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; paint, concrete, asphalt, bituminous materials, etc.; and nutrients.

Based on the preceding, no significant water quality impacts from the project's grading and construction activities are anticipated to occur.

Project Operation Phase

Operational-related activities of the proposed project (e.g., runoff from parking areas, solid waste storage areas, and landscaped areas) will generate pollutants that could adversely affect the water quality of downstream receiving waters if effective measures are not used to keep pollutants out of and remove pollutants from urban runoff.

Project development would be required to comply with requirements set forth in the Santa Ana Regional Water Quality Control Board (RWQCB) MS4 permit, (Order No. R8-2010-0036, NPDES No. CAS618036) and in accordance with City of Rancho Cucamonga Municipal Code Section 19.20, which includes the preparation and implementation of a Water Quality Management Plan (WQMP). Pursuant to the City's initial requirements for development projects, the project applicant's civil engineer prepared a preliminary Water Quality Management Plan (PWQMP) Site and Drainage Plan, which is included in Appendix D for reference. Implementation of the PWQMP Site and Drainage Plan ensures ongoing, long-term protection of the watershed basin. As shown in the PWQMP Site and Drainage Plan, the project is designed to include onsite structural treatment control BMPs consisting of below-ground infiltration chambers and drywells located underneath the parking structure in the center of the building. These BMPs would capture and treat site runoff before it is conveyed from the project site to the public storm drain system. These BMPs would have the capacity to treat the entire Design Capture Volume (DCV¹) for the project, which is 8,280 cubic feet of water.

In addition, nonstructural source control BMPs would be implemented during project operation, including:

- Education of tenants and property owners of stormwater management best practices.

¹ The DCV is the volume of storm water runoff that must be retained and/or biofiltered in order to satisfy pollutant control requirements.

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- Restrictions on outdoor storage of raw chemicals, manufacturing activities, and discharging of wastewater to paved areas.
- Preparation of a Spill Contingency Plan.
- Employee training of stormwater features.
- Sweeping of the parking lot and driveway.
- Implementation of a litter/debris control program.
- Landscape management.

Furthermore, as shown in the PWQMP Site and Drainage Plan, the following structural source control BMPs would be implemented:

- Low-flow irrigation fixtures.
- Storm drain system stenciling and signage.
- Covered trash and waste storage areas.
- Catch basins in the western end of the development.

Preparation and submittal of a final WQMP and implementation of all identified BMPs will be ensured through the City's development review and building plan check process. Long-term maintenance of proposed water quality control features would be required by the City as a condition of approval to ensure the long-term effectiveness of all such features. Therefore, no significant water quality impacts are anticipated to occur.

Condition E: Adequate Utilities and Public Services

The project site is in an urbanized area of the City that is already served by all necessary municipal utilities (i.e., water, wastewater, stormwater, solid waste) and public services (i.e., fire, police). As demonstrated below, the proposed project would not result in impact to or the need for new or expansion of existing utilities or public services. Therefore, the project meets Condition E.

Utilities and Service Systems

Water System

Water to the project site would be supplied by the Cucamonga Valley Water District (CVWD). The proposed project would require construction of water lines onsite to connect with existing water mains in the surrounding roadway right-of-way. Some construction may occur within the right-of-way to make the necessary infrastructure connections to the existing water main, but no new or expansion of existing water lines would be required. The proposed water system improvements will be designed and constructed in accordance with City and CVWD requirements.

Wastewater System

CVWD would provide wastewater collection and conveyance service to the project site. The project would require the construction of new onsite sewer lines to connect to existing sewer mains or trunk lines in the

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surrounding roadway right-of-way. Some construction may occur within the right-of-way to make the necessary infrastructure connections to the existing facilities, but no new or expansion of existing sewer lines would be required. The proposed wastewater system improvements will be designed and constructed in accordance with City and CVWD requirements.

Drainage System

Under proposed conditions and upon project completion, site runoff would be conveyed similar to existing conditions, continuing to flow southwesterly via new onsite drainage collection, conveyance, and treatment systems. Project development would increase the amount of impervious surfaces on the site, which would increase the volume of site discharge by 2.182 cubic feet per second under a 100-year storm event. However, as described in the Preliminary Hydrology Report prepared for the project (VEI 2023), the increased flow from the project would be captured through drainage inlets at the west and south portions of the project site and routed through an onsite storm drain system that discharges to below ground infiltration chambers with drywells. The chambers would be sized to capture and retain 90 percent of the predeveloped runoff volume. The proposed drainage system improvements will be designed and constructed in accordance with City requirements.

Other Utilities

Other utilities that would serve the project include electricity (City of Rancho Cucamonga), natural gas (Southern California Gas Company), solid waste collection service (Burrtec Waste Industries) and telecommunications (various private services, including Frontier, Charter, and Comcast). Available infrastructure and facilities (i.e., subsurface gas mains in adjacent streets) for these utilities and service system providers are readily available to serve the project site. No offsite expansion or upsizing of utility and service system infrastructure or facilities will be required to accommodate the project. Additionally, all new utility infrastructure would be installed underground or placed in enclosed spaces (e.g., utility closets).

Public Services

Fire Protection and Emergency Services

The City of The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection and emergency services to the entire City (including the project site) from seven fire stations. The nearest fire station to the project site is Fire Station 174 at 11297 Jersey Boulevard, approximately 1.4 miles to the southeast. RCFPD also has mutual aid agreements with all of the other fire departments in San Bernardino County, including the San Bernardino County Fire Department.

Project implementation would result in an increase in calls for fire protection and emergency medical service. However, considering the existing firefighting resources available in and near the City, project impacts on fire protection and emergency services (including response times) are not expected to occur. Additionally, in the event of an emergency at the project site that required more resources than Fire Station 174 could provide, RCFPD would direct resources to the site from other RCFPD stations nearby and, if needed, would request assistance from other nearby fire departments. Additionally, the project site is an infill site already served by RCFPD; therefore, project development would not result in an expansion of RCFPD's service area.

The City also involves RCFPD in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. For example, the

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residential units and commercial uses would include sprinkler and alarm systems. Fire hydrants would also be installed at key locations onsite, as required by RCFPD, to provide adequate fire protection. Also, Knox Boxes would be placed where necessary (i.e., security gates) to provide access for emergency personnel. Additionally, emergency access to the project site would be provided via the proposed driveway off Red Oak Street, which leads to the multi-level parking structure via the alley along the northern end of the project site and via the Spruce Avenue and Red Oak Street roadway frontages. All site and building improvements would be subject to review and approval by the City and RCFPD prior to issuance of a building permit and occupancy permit.

Furthermore, project development is required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of the City and RCFPD, which impose design standards and requirements that seek to minimize and mitigate fire risk. Compliance with these codes and standards is ensured through the City's and RCFPD's development review and building permit process.

Based on the preceding, the proposed project would not adversely affect RCFPD's ability to provide adequate service and would not require new or expanded fire facilities.

Police Protection Services

The San Bernardino County Sheriff's Department (Sheriff) provides police protection services to the city (including the project site) from its police station at 10510 Civic Center Drive in Rancho Cucamonga, which is approximately 0.5 mile west of the project site.

Project implementation would result in an increase in calls for police protection service. However, considering the existing police resources available in and near the city, project impacts on police services (including response times) are not expected to occur. The Sheriff's staffing and equipment levels could absorb the additional calls and responses that could be generated by the proposed project. The project site is also an infill site already served by the Sherriff; therefore, Project development would not result in an expansion of their service area.

Additionally, in the event of an emergency at the project site that required more resources than the Sheriff's station at 10510 Civic Center Drive could provide, the Sherriff would direct resources to the site from other Sherriff stations nearby and, if needed, would request assistance from other nearby police departments.

Based on the preceding, the proposed project would not adversely affect the Sherriff's ability to provide adequate service and would not require new or expanded police facilities.

Finding

Since all criteria set forth in Section 15332 of the CEQA Guidelines have been met by the proposed project, the City of Rancho Cucamonga finds that the proposed project is categorically exempt from CEQA under Class 32.

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APPENDIX A Biological Resources Assessment Report

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APPENDIX B Air Quality Technical Modeling

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APPENDIX C Trip Generation and Vehicle Miles Traveled Screening Analysis Memorandum

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APPENDIX D Preliminary Water Quality Management Plan Site and Drainage Plan

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