Speedway Commerce Development Project

Draft Environmental Impact Report

June 2021

Prepared by

Kimley»Horn

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ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. SCH2020090076

Speedway Commerce Development Project

General Plan Amendment: DRC2020-00184
Annexation: DRC2020-00185
Pre-Zoning Amendment: DRC2020-00186
Development Agreement: DRC2021-00175
Design Review: DRC2020-00177
Tentative Parcel Map: SUBTPM20251
Uniform Sign Program: DRC2020-00178

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Appendix E: Phase I Environmental Site Assessment and Phase II Environmental Site Assessment

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Appendix I: Notice of Preparation, Initial Study, and Comments

Appendix J: Fiscal Impact Analysis

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1.0

EXECUTIVE SUMMARY

1.0 EXECUTIVE SUMMARY

1.1 Introduction

The Draft Environmental Impact Report (EIR) process, as defined by the California Environmental Quality Act (CEQA), requires the preparation of an objective, full-disclosure document in order to (1) inform agency decision-makers and the general public of the direct and indirect potentially significant environmental effects of a proposed action; (2) identify feasible or potentially feasible mitigation measures to reduce or eliminate potentially significant adverse impacts; and (3) identify and evaluate reasonable alternatives to a project. In accordance with Section 15161 of the State CEQA Guidelines (Title 14 of the California Code of Regulations [CCR]), this Draft EIR (State Clearinghouse No. 2020090076) regarding the Speedway Commerce Center Project (the Project) has been prepared by the City of Rancho Cucamonga (City), the Lead Agency, to comply with CEQA. This EIR evaluates the potential environmental impacts associated with the planning, construction, and operation of a proposed warehouse Project with a total of 655,878 square-foot (sf) located on Napa Street just east of Etiwanda Avenue and east of the San Sevaine Channel. The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46. To enable the proposed development on the approximate 35-acre site, the Project includes a request for a General Plan Amendment (GPA) (DRC 2020-00184), Pre-Zone (DRC2020-00186), Annexation (DRC 2020-00185), Design Review (DRC 2020-00177), Tentative Parcel Map (SUB TPM20251), and Uniform Sign Program (DRC 2020-00178) for the Project site.

CEQA requires that projects subject to an approval action by a public agency of the State of California, and that are not otherwise exempt or excluded, undergo an environmental review process to identify and evaluate potential impacts. Section 15050 of the CEQA Guidelines states that environmental review shall be conducted by the Lead Agency, defined in CEQA Guidelines Section 15367 as the public agency with principal responsibility for carrying out or approving a project. The Project is subject to approval actions by the City; therefore, the City is the Lead Agency for CEQA purposes. In accordance with CEQA Guidelines Section 15123, this section of the Draft EIR provides a brief description of the Project; identifies significant effects and proposed mitigation measures or alternatives that would reduce or avoid those effects; and describes areas of controversy and issues to be resolved.

This Draft EIR serves as a "Project EIR" as defined in Section 15161 of the CEQA Guidelines related to the construction and operation of the Project site. The Draft EIR considers the environmental impacts of the proposed Project, as well as the additive effects of growth throughout the City, neighboring areas of the City of Fontana and unincorporated County of San Bernardino, and the region. These latter impacts are referred to as cumulative impacts.

The Draft EIR also evaluates a range of potential feasible alternatives anticipated to reduce significant impacts of the Project, including reduced development footprint for the Project site, a no annexation Project, and an alternative site. This Draft EIR has been prepared for the City, pursuant to CEQA.

The Project includes the proposed annexation and boundary amendment/Sphere of Influence (SOI) amendment of two parcels including assessor's parcel number (APN) 0229-291-46 (approximately 2.9 acres), located within the County of San Bernardino and within the City of Fontana Sphere of Influence (SOI). The request also includes the annexation and SOI amendment of approximately 0.69 acre of the

61.88-acre parcel (APN 0229-291-23), located to the west of the Project (not a part of the development project but analyzed in this EIR for annexation only). The parcel is owned by Southern California Edison (SCE) and is a utility easement for overhead power lines. In an effort to create a logical project boundary, the annexation request includes the half width of Napa Street that extends along the centerline of Napa Street from San Sevaine Channel to Etiwanda Avenue (incorporating the Southern California Edison [SCE] parcel) from the centerline of Napa Street. The total area to be annexed from the centerline of Napa Street including the 2.9 acre parcel APN 0229-291-46, the 0.69 acre portion of APN 0229-291-23, and the area of right of way, is approximately 4.8 acres total. Therefore, the City of Fontana SOI will be reduced by 4.8 acres and the City of Rancho Cucamonga City boundary will increase by 4.8 acres with the proposed annexation and SOI amendment.

Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the proposed Project was being prepared. The NOP was distributed on September 3, 2020 to solicit comments related to the proposed construction of the warehouses. The NOP was circulated with a 30-day public review period ending on October 3, 2020. This process and the comments submitted in response to the NOP is discussed in *Section 2.0, Introduction*, and *Section 1.4, Areas of Known Controversy*, below. Subsequent to the circulation of the NOP, it was discovered that the parcel number for APN 0229-291-23 was inadvertently left off the Project description. Although the parcel number itself was not identified on the NOP, the annexation area was described in the description and the area was identified on *Figure 3-2: Project Annexation Map* included in the NOP. Therefore, recirculating the NOP was not necessary. This parcel (a 0.69 acre portion of APN 0229-291-23) is not a part of the development project but is included in the proposed annexation for the Project.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria developed by the City that are based on criteria presented in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. The criteria in the Environmental Checklist (checklist), was used to determine if the Project would result in, "no impact," "less than significant impact," "less than significant impact with mitigation measures," or potentially significant impact" to a particular environmental resource. In some instances, a project may use the checklist to provide an initial discussion of a project and to screen out certain topics from a full discussion in the Draft EIR. A table listing the Project impacts and any associated mitigation measures is included at the end of this summary in *Table 1-4, Summary of Significant Impacts and Proposed Mitigation Measures*.

This Draft EIR describes the existing environmental resources on the Project site and in the vicinity of the site, analyzes potential impacts on those resources that would or could occur upon initiation of the proposed Project, and identifies mitigation measures that could avoid or reduce the magnitude of those impacts determined to be significant. The environmental impacts evaluated in this Draft EIR concern several subject areas, including air quality, biological resources, cultural resources, energy/energy conservation, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, transportation, tribal cultural resources, and utilities and service systems. As noted in the preceding paragraph, public comment was received during the NOP process and included written letters provided to the City. In addition to the list of the summary of comments below, a copy of the letters with the NOP is provided in *Appendix I* to this Draft EIR. The

comments were used, as intended, to help inform the discussion of this Draft EIR and help determine the scope and framework of certain topical discussions.

The Draft EIR will be subject to further review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days.

Following the public review period, written responses to all comments received on the Draft EIR will be prepared. Those written responses, and any other necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City Council for their consideration. If the City finds that the Final EIR is "adequate and complete" in accordance with the CEQA Guidelines, the City may certify the EIR. The City Council would also consider the adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, and a Mitigation Monitoring and Reporting Plan (MMRP). Upon review and consideration of the Final EIR, the hearing body may take action concerning the proposed Project.

Regarding the MMRP, CEQA Guidelines Section 15097 requires public agencies to set up monitoring and reporting programs to ensure compliance with mitigation measures, which are adopted or made as a condition of project approval and designed to mitigate or avoid the significant environmental effects identified in environmental impact reports. A MMRP incorporating the mitigation measures set forth in this EIR will be considered and acted upon by the City decision-makers concurrent with adoption of the findings of this EIR and prior to approval of the proposed Project.

1.2 Project Summary

Project Site

The Project site is located partially in the City of Rancho Cucamonga and within San Bernardino County (County). The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of the East Etiwanda Creek (see *Figure 1-2, Local Vicinity Map*). Note that Napa Street is currently located entirely within unincorporated County jurisdiction. A railroad spur to the BNSF Railway bisects the Project site. The Project site is currently used as an overflow parking lot for the Auto Club Speedway during large events. The Project site is located on two contiguous parcels: APN 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is located within the City of Rancho Cucamonga city limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the County of San Bernardino and within the City of Fontana SOI. The Project is located approximately 1.3 miles east of Interstate 15 (I-15) and approximately 1.5 miles north of Interstate 10 (I-10) (see *Figure 1-1, Regional Location Map*). As shown in Figure LU-4, Focus Areas of the Rancho Cucamonga General Plan (GP), the Project site is located in the City's Southeast Rancho Cucamonga Focus Area. The vision for this focus area includes:

- Concentrating heavy industrial uses;
- Supporting infrastructure improvements to attract industrial, manufacturing, and green technology uses; and
- Preventing encroachment of conflicting uses that would diminish the utility of the area for heavy industry.

Annexation Request

The Project includes a Pre-zone application, annexation and jurisdiction boundary change/SOI amendment for two parcels including APN 0229-291-46, a parcel of approximately 2.9 acres in size, located within the County of San Bernardino and within the City of Fontana SOI. Consistent with Local Agency Formation Commission (LAFCO) policies, the request includes the proposed pre-zone and annexation of approximately 0.69-acre of parcel APN 0229-291-23, the adjacent property to the west, located outside of the City of Rancho Cucamonga limit (not a part of the development project but analyzed in this EIR for annexation only). This is in an effort to create a new logical boundary line that will extend from the current boundary from the San Sevaine Channel, along the centerline of Napa Street, to Etiwanda Avenue (see the Project Description, *Figure 3-2: Project Annexation Map*). The annexation will be subject to the review and approval by the LAFCO for San Bernardino County. The annexation and boundary amendment/SOI amendment will increase the boundary of the City of Rancho Cucamonga by approximately 4.8 acres in size and decrease the SOI for the City of Fontana by the same size.

Project Description

The Project would include the development of two warehouse buildings, (Buildings A and B) on the Project site, with associated parking. Building square footage would total 655,878 sf. The Project site is approximately 34.61-acres (1,507,466 sf) and is mostly vacant and is designated as Heavy Industrial (HI and Flood Control/Utility Corridor; City), General Industrial (GI; County), and General Industrial (I-G; City of Fontana).

The Project applicant is pursuing the proposed Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making. Under the Alternate Project, the site would include the development of a single warehouse building on a 34.61-acre (1,507,466 sf) site and would be occupied by either a warehouse distribution or a fulfillment center use. Additional details regarding both the Project and Alternate Project are included in *Section 3.0, Project Description.*

Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy*; *Section 4.6, Greenhouse Gas Emissions*; *Section 4.10, Noise*; and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) under the proposed Project would be occupied by 100 percent E-Commerce use.

Existing General Plan Designation

The General Plan designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is Heavy Industrial (HI) and is within the Industrial Area Specific Plan. Additionally, the western edge (approximately 50 feet) of parcel 0229-291-54 is designated as Flood Control/Utility Corridor. According to the City of Rancho Cucamonga 2010 General Plan (Figure CS-1, Figure RC-1, and Figure PF-1) a floating Park designation is identified and located generally over the Project site. The San Bernardino County General Plan designation for parcel 0229-291-46 and an approximately 0.69-acre portion of parcel 0229-291-23 (not a part of the development project but analyzed in this EIR for annexation only), located in

San Bernardino County is General Industrial (GI) and is designated in the City of Fontana General Plan as General Industrial (I-G).

Existing Zoning Classification

The Zoning classification for parcel 0229-291-54, located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI). The Zoning classification for parcel 0229-291-46 and a portion of parcel APN 0229-291-23 (not a part of the development project), located in the County of San Bernardino is Regional Industrial/Speedway RDA (IR) and is classified General Industrial (M-2) in the City of Fontana.

Table 1-1, Existing Land Use Designations and Zoning Classifications summarizes the land use and zoning designations for each parcel on the Project site.

Table 1-1: Existing Land Use Designations and Zoning Classifications

APN	GP Land Use Designation	Zoning Classification
0229-291-54 Rancho Cucamonga	Heavy Industrial (HI) and Flood Control/Utility Corridor	Heavy Industrial (HI)
0229-291-46 San Bernardino/City of Fontana Sphere of Influence (SOI)	General Industrial (GI)	Regional Industrial (IR)
	General Industrial (I-G)	General Industrial (M-2)
Sources: https://www.cityofrc.us/everything-we-do/general-plan-map ; https://www.arcgis.com/apps/webappviewer/index.html?id=87e70bb9b6994559ba7512792588d57a; https://www.fontana.org/DocumentCenter/View/28163/General-Plan-Land-Use-Map---September-10-2019?bidId=; https://www.fontana.org/DocumentCenter/View/30623/Zoning-District-Map; https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=7a1b248dd5fd4bc98bc0f9964a61c755; http://countywideplan.com/wp-content/uploads/2021/01/LU-Merged-Maps-201027_adopted.pdf		

General Plan and Pre-Zone Amendments

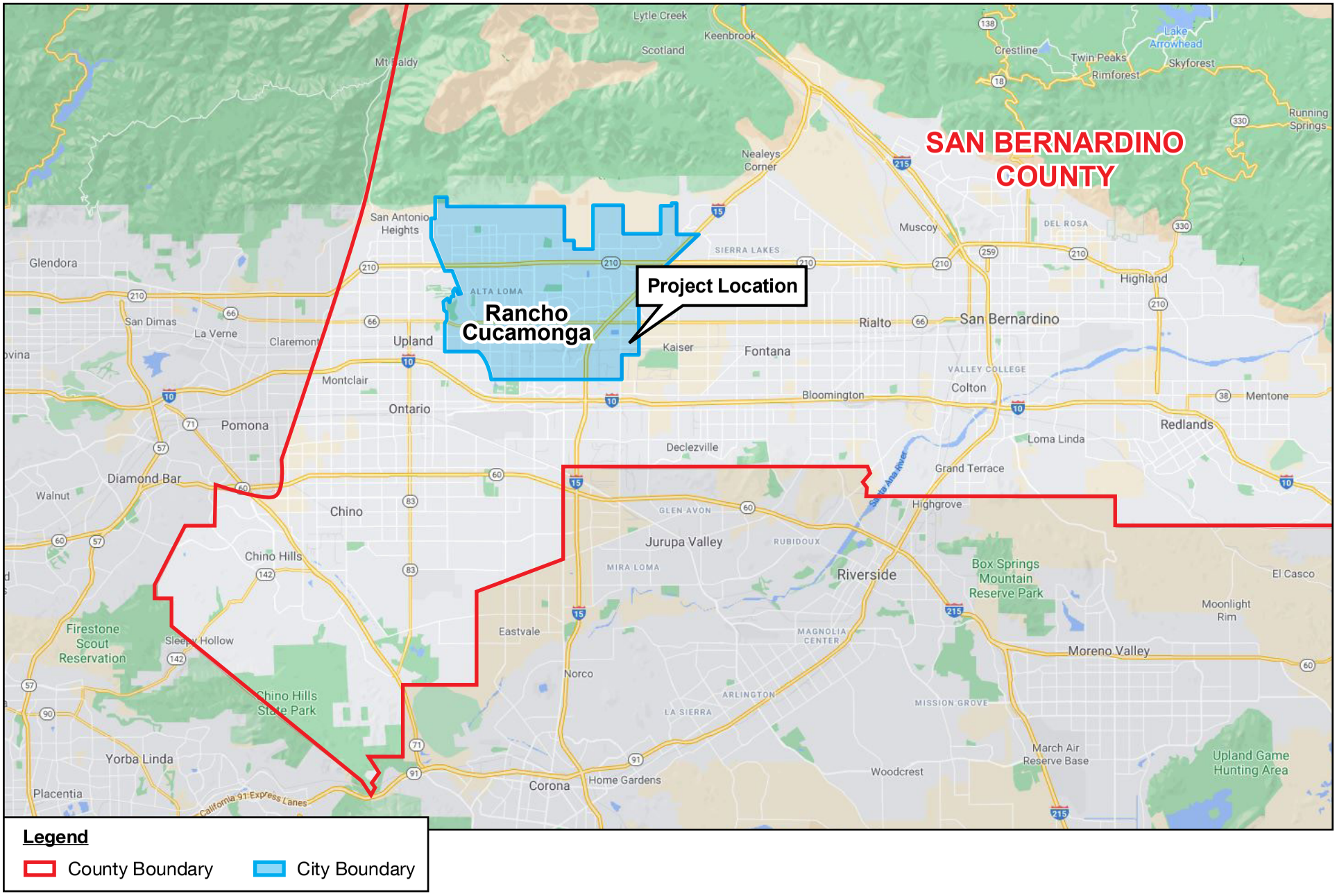
The Project includes changes to the existing General Plan and Zoning classifications (Pre-zone). A complete listing of all Project components is provided in *Section 3.0, Project Description*.

The GPA request includes the following:

- Designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation
- Amend the Flood Control/Utility Corridor designation along the west boundary of the parcel APN 0229-291-54 along the East Etiwanda Creek to Heavy Industrial (HI)
- Remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1, generally over the Project site from these figures and address necessary text amendments to the City's General Plan including the Community Service Element

The Pre-zone request include the following:

- Designate a portion of parcel 0229-291-23 and all of parcel 0229-291-46 to Heavy Industrial (HI) land use designation, consistent with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits

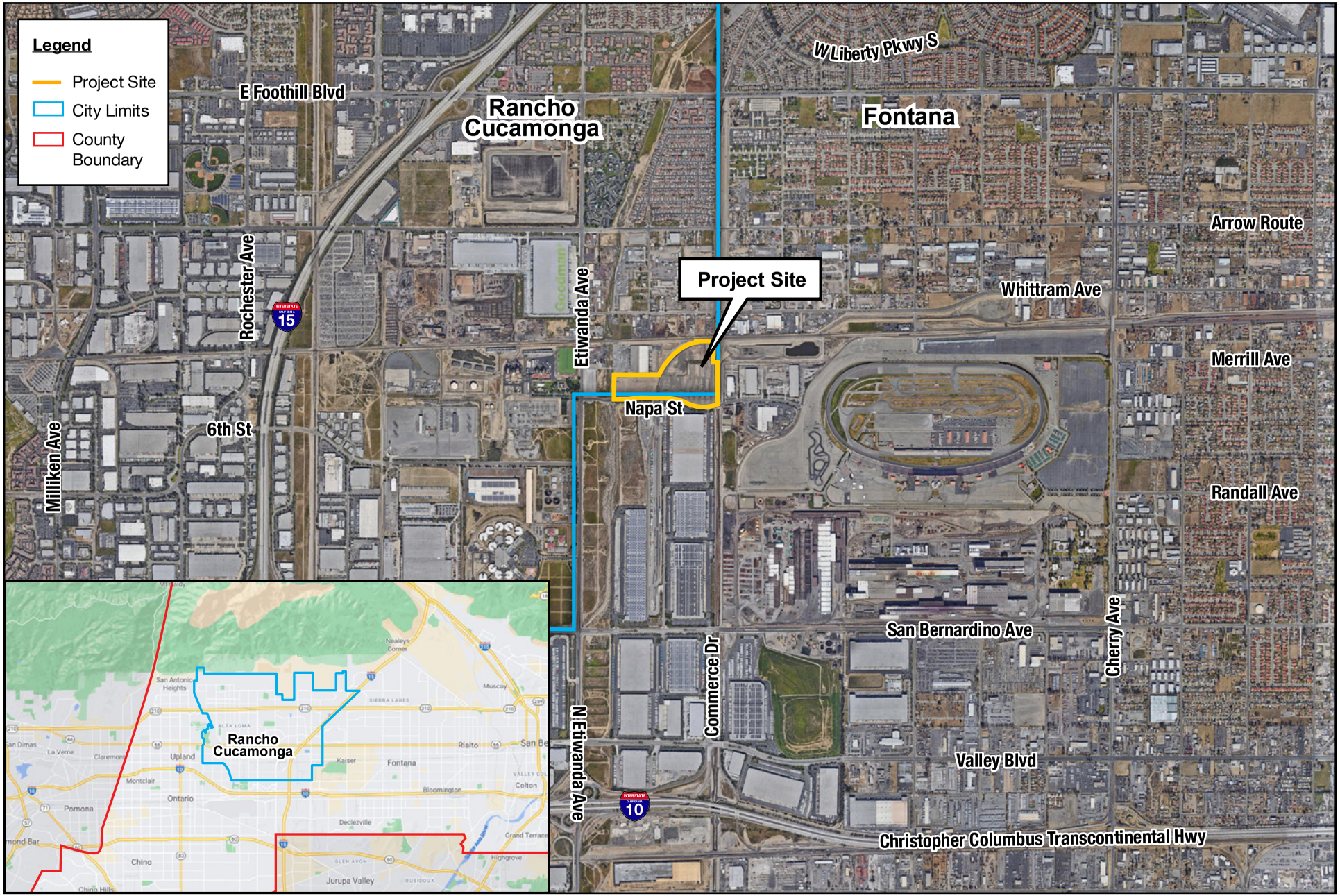


Source: Google Maps

FIGURE 1-1: Regional Location
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn



Source: Google Maps

FIGURE 1-2: Local Vicinity Map
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

As shown below in *Table 1-2: Project Building Summary*, the two warehouse buildings include a total of 20,000 square feet (sf) of office uses and 635,878 sf of warehouse uses for a total of 655,878 sf. The Project would require 280 automobile parking spaces and would provide 383 automobile parking spaces. The Project would require 99 trailer parking stalls and would provide 107 trailer parking spaces. The Project site plan is provided as *Figure 3-6: Site Plan (*see *Section 3.0, Project Description).*

Table 1-2: Project Building Summary

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,648	10,000	500,648	183	275	79	87
Building B	145,230	10,000	155,230	97	108	20	20
TOTAL	**635,878**	**20,000**	**655,878**	**280**	**383**	**99**	**107**

Source: HPA Architecture, 2021

Building Design

Building A would have a typical height of 46 feet and Building B would have a typical height of 38 feet with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. The exteriors of the buildings would be articulated with varying depths of recesses with windows along all elevations. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with a decorative paint feature in the recesses along the front elevations of Building A and B. *Figure 3-8: Building Design and Elevations (See Project Description)*, shows the conceptual design, architecture, height and scale as seen from different directions.

Landscaping

Proposed on-site landscaping would cover approximately 8.3 percent or 97,025 sf of the site for Building A and approximately 10.7 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040 which specifies landscape design guidelines for industrial districts.

Other Improvements

The two proposed warehouse buildings would have other associated elements typical of similar projects. Within the structures, there would be an approximate 10,000 sf of office and mezzanine areas at the southern corners of each building to allow for multiple tenants or for flexibility in the floorplans for building layout. This area would include guest seating and lobby areas. An employee patio or break area would be located outside each office/mezzanine area for use by associates. Walkways accessing these areas would be in compliance with Americans with Disabilities Act (ADA) requirements. The interior roadway around the rear of the buildings would be gated to limit access to the adjacent docking and trailer stalls. Trash enclosures would be located adjacent to each building.

Alternate Project

The single building under the Alternate Project would comprise approximately 33 percent of the total proposed Project site area. In total, the single building would comprise 500,648 sf of building area on the proposed Project site and would include 10,000 sf for office space.

Should the single building be occupied for a fulfillment center/E-Commerce use, the truck court/loading area on the west side of the building, which under the Project includes 31 loading docks and 48 truck trailer parking spaces, would be replaced with standard automobile parking stalls. The entirety of the Project Building B footprint would be replaced with 894 standard automobile parking stalls. Thus, under the Alternate Project, the west area of the Building A truck court and Building B footprint together would provide a total of 1,246 automobile parking spaces with a total number of 1,456 standard automobile parking spaces for the entire site for employees and guest.

The Alternate Project site plan is provided as *Figure 3-7: Alternate Project Site Plan (see Project Description)*. Regardless of the occupant(s) under the Alternate Project, the building is expected to operate 24 hours a day, seven days a week. *Table 1-3: Alternate Project Building Summary* provides a summary of the single proposed building included in the proposed Alternate Project.

Table 1-3: Alternate Project Building Summary

Building	Warehouse (sf)	Office	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building	490,648	10,000	500,648	183	1,456	48	59
Source: HPA Architecture, 2021							

Building Design

The single building design for the Alternate Project would maintain a typical height of 46 feet with a maximum height not to exceed 58'-6". Under the Alternate Project, the number of dock doors would be reduced on the west side of the building compared to the Project, and the elevation of the single building would include additional articulation along this western elevation. The remaining building elevations would be articulated with varying depths of recesses with windows. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with a decorative paint feature in the recesses along the front elevations of the building. *Figure 3-8: Building Design and Elevations* (see Project Description), shows the conceptual design, architecture, height and scale as seen from different directions.

Landscaping

Proposed on-site landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040 which specifies landscape design guidelines for industrial districts.

Other Improvements

The single building would have other associated elements typical of similar projects. Within the structure, there would be an approximate 10,000 sf of office and mezzanine area at the southern corner of the

building to allow for flexibility in the floorplans. This area would include guest seating and lobby areas. An employee patio or break area would be located outside the office/mezzanine area for use by associates. Walkways accessing this area would be in compliance with ADA requirements. The interior roadway around the rear of the building would be gated to limit access to the adjacent docking and trailer stalls and a trash enclosure would be located adjacent to the building. The parking area on both parcels would be improved with landscaping, perimeter walls, and lighting.

Access and Roadway Improvements

There is one existing improved access point to the Project site, located west of the Project site and immediately east of East Etiwanda Creek. This existing access which serves as a driveway to Aguilar Trucking, Inc., located north of the Project site at 8939 Etiwanda Ave., (APN 0229-291-55) would be modified for the Project.

The Project would create additional vehicular access to the Project site by developing four Project driveways, all along Napa Street. In addition, a new public street would be constructed, just west of Building B and east of East Etiwanda Creek. This new public street would replace the existing driveway access from Napa Street to Aguilar Trucking, Inc. (APN 0229-291-55) and would include a driveway entrance to the Project site for accessing Building B.

This new road would serve as a future extension of a roadway network that would connect to a future east/west road. This future east/west road would continue to run just south of the Metrolink rail line and connect to Etiwanda Avenue, consistent with the new circulation pattern proposed as part of the General Plan Update, currently underway. All entrances to the Project site would be unsignalized.

Alternate Project

The Alternate Project would create additional vehicular access to the Project site by developing four Project driveways, all along Napa Street. In addition, a new public street would be constructed, just west of the proposed parking lot located on the western portion of the site and just east of East Etiwanda Creek. The new public street would replace the existing driveway access from Napa Street to Aguilar Trucking, Inc. (APN 0229-291-55) and would include a driveway entrance to the Project site for access to the parking lot from the west end of the Project site. This new road would also create an additional access point for the property located just north of the parking lot and would serve as a future extension of a roadway network that would connect to a future east/west road, as described under the Project above. All entrances to the Project site would be unsignalized.

Grading and Utilities

The following describes grading and utility work to be completed for the Project or Alternate Project, regardless of which is constructed.

The Project site is relatively flat but would require grading to achieve the needed slopes and contour to facilitate building design and connections to existing utilities. The Project site generally slopes from 0 to 9 percent. The Project site would maintain the same general drainage pattern and would be graded to conduct runoff to the new drainage facilities that would be constructed as part of the Project. It is anticipated that the site would be graded to balance on-site, eliminating the need for off-site soils hauling. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine

Channel. Additionally, a 12-foot diameter Metropolitan Water District water supply line is located north of Napa Street, near the Project's southern property line.

An existing railroad easement and spur line is present along the northern boundary of the Project site extending from the northeast corner of the property to the center of the property and the easement extends southward crossing through the center of the site in the north-south direction. No changes to this railroad easement would occur.

Overhead SCE powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site. The overhead powerlines would be relocated from their existing location. The applicant would work with SCE to tie into, relocate, and extend services into the site as required. The lines would run south along the east side of the existing spur line through the parking area of Building A to Napa Street. The overhead powerlines would continue east along the street frontage of Napa Street to the San Sevaine Channel. The overhead powerlines would then follow the property line north along the channel and continue easterly. See *Figure 4.13-1: Building A Rendering-Westward View* (see *Section 4.13, Utilities and Service Systems*).

The Project site is minimally served by water, power, and natural gas. The Project site would tie into existing utility lines within the existing roadways and right-of-ways adjacent to the site. The applicant would work with the water supplier to access and tie into the line and extend services into the Project site. This would include conformance with the Metropolitan Water District of Southern California Guidelines for Improvements and Construction Projects Proposed in the Area of Metropolitan's Facilities and Rights-of-Way. Similarly, stormwater runoff would be captured and controlled on-site and released to the existing stormwater drainage facilities.

Project Phasing and Construction

The Project site is generally vacant, with a rail spur line that traverses the site, and therefore construction would not include the demolition of any structures. Under the Project and Alternate Project, the relocation of 11 existing power poles that currently traverse the northern portion of the site is proposed. Construction, which would be the same for the Project and Alternate Project, is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022. New construction would include: (1) grading/removal of concrete, (2) building construction, (3) paving, (4) architectural coating, (5) landscaping and the applicable off-site improvements conditioned by the City.

Surrounding Land Uses

The Project site is surrounded by Heavy Industrial (HI) uses[1] to the north and west, within the City of Rancho Cucamonga. Uses in these areas include warehousing, railroad, drainage channel, vacant land, and utilities. East Etiwanda Creek is also located west of the Project and is designated as Flood Control/Utility Corridor. Adjacent properties to the immediate south and east are designated for General Industrial (GI) uses within the County of San Bernardino[2] and General Industrial (I-G) and Open Space

[1] City of Rancho Cucamonga. (2020). *My Community* mapper. Retrieved from:https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=7a1b248dd5fd4bc98bc0f9964a61c755 (accessed July 2020).

[2] San Bernardino County. (2020). Policy Map LU-1A Land Use Map | Valley Region. Retrieved from http://countywideplan.com/wp-content/uploads/2021/01/LU-Merged-Maps-201027_adopted.pdf (accessed January 2021).

(OS-N) within the City of Fontana's SOI.[3] Uses in these areas include warehousing, drainage channel and vacant land. The BNSF railway and Metrolink line is directly north of the Project site. The site is bordered to the west by the East Etiwanda Creek and a SCE overhead utility corridor/easement and to the east by San Sevaine Channel.

The full project description is in *Section 3.0*.

Project Objectives

Section 15124 (b) of the CEQA Guidelines requires the identification of the objectives sought by a proposed project in an EIR project description. This statement of objective should address the purpose of a project and may discuss the benefits of the Project. The following objectives have been identified for the Project:

Objective 1: Develop the site with improved infrastructure, landscaping, storm drain, and warehouses.

Objective 2: Implement the City's desire to create revenue-generating uses.

Objective 3: Implement the City's desire to stimulate employment and respond to current market opportunities.

Objective 4: Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies.

Objective 5: Facilitate quality development that diversifies the City's industrial sector.

Objective 6: Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP.

Objective 7: Provide new development that will provide a stable and diverse economic fiscal opportunity to increase the City tax base.

Objective 8: Provide additional temporary and permanent employment opportunities.

Objective 9: Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of nearby transportation corridors.

1.3 Discretionary Actions and Approvals

The City of Rancho Cucamonga is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, State and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. To implement the Project, the Project Applicant would need to obtain discretionary permits/approvals including but not limited to the following:

[3] City of Fontana. (2019). *Zoning District Map*. Retrieved from: https://www.fontana.org/DocumentCenter/View/30623/Zoning-District-Map (accessed July 2020).

City of Rancho Cucamonga

- Certification by the City of Rancho Cucamonga that the Final EIR has been completed in compliance with CEQA and has been reviewed and considered by the decision-makers.
- Adoption by the City of Rancho Cucamonga of findings regarding significant impacts and appropriate mitigation.
- Adoption by the City of Rancho Cucamonga of a MMRP.
- Approval by the City of Rancho Cucamonga of GPA.
- Approval by the City of Rancho Cucamonga of an Annexation application request.
- Approval by the City of Rancho Cucamonga of a Pre-zone.
- Approval by the City of Rancho Cucamonga of a Development Agreement.
- Approval by the City of Rancho Cucamonga of a Design Review.
- Approval by the City of Rancho Cucamonga of a Tentative Parcel Map.
- Approval by the City of Rancho Cucamonga of a Uniform Sign Program.

Future required approvals and possible permitting requirements from other public agencies may be required. Upon completion of the environmental review process and prior to construction, the proposed Project would be reviewed through standard City plan check procedures to verify that it conforms to all applicable City design criteria.

Regional

San Bernardino County LAFCO - Approval of reorganization and annexation into the City of Rancho Cucamonga.

State of California

California Air Resources Board – San Bernardino County Air Quality Management District – Fugitive Dust Control Plan, Authority to Construct, Permit to Operate, any other permits as necessary.

Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB):

- General Construction Stormwater Permit (Preparation of a Storm Water Pollution Prevention Plan [SWPPP]).

1.4 Areas of Known Controversy

The CEQA Guidelines Section 15123 (b)(2) and (3) require that a Draft EIR identify areas of controversy known to the Lead Agency, including issues raised by other agencies and the public and issues to be resolved, including the choice among alternatives and whether, or how to, mitigate the significant effects. The following issues of concern have been identified during the review period of the distribution of the NOP and public meetings:

- Assessment of habitat types within the Project footprint and inventory of general biological species that are present or have the potential to be present on-site. (EIR *Section 4.2 Biological Resources*)
- Potential impacts to storm drain facilities. (Draft EIR *Section 4.8, Hydrology and Water Quality*)
- Potential impacts to State facilities including the state highway. (Draft EIR *Section 4.11, Transportation*)
- Potential impacts to the San Sevaine Trail. (Draft EIR *Section 4.11, Transportation*)
- Potential impacts to Air Quality (Draft EIR *Section 4.1, Air Quality*)
- Potential impacts to Native American resources. (Draft EIR Section *4.12, Tribal Cultural Resources*)
- Connection to wastewater facilities and services for the Project. (Draft EIR *Section 4.13, Utilities and Service Systems*)
- Potential to impact sustainable growth patterns, reduction of Green House Gas emissions (GHG) and transportation strategies. (Draft EIR *Section 4.11, Transportation* and *Section 4.6, Greenhouse Gas Emissions*)

1.5 Issues to be Resolved

The CEQA Guidelines require that an EIR present issues to be resolved by the Lead Agency. These issues include the choice between alternatives and whether or how to mitigate potentially significant impacts. The major issues to be resolved by the City regarding the Project are whether:

- Recommended mitigation measures should be adopted or modified;
- Different mitigation measures need to be applied to the Project; and
- The Project or an alternative should or should not be approved.

1.6 Significant and Unavoidable Impacts

The Project's potentially significant impacts are defined in *Sections 4.1* through *4.13* of this Draft EIR. As noted in these sections, all of the potentially significant impacts identified can be mitigated to a less than significant level through implementation of feasible mitigation measures. As such, no significant and unavoidable impacts would occur with implementation of the Project and a Statement of Overriding Considerations by the decision-maker would not be necessary by the City Council.

1.7 Alternatives to the Proposed Project

CEQA Guidelines Section 15126.6 (a) requires a Draft EIR to "describe a range of reasonable alternatives to the project, or to the location of the Project, which would feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." No significant and unavoidable impacts were identified for the Project; all potentially significant impacts could be mitigated to a less than significant level.

Section 6.0 of this Draft EIR evaluates alternatives to the proposed Project in accordance with the CEQA Guidelines Section 15126.6. The analysis of Project alternatives takes into consideration the base assumption that all applicable mitigation measures associated with the Project would be implemented with the appropriate alternatives. However, applicable mitigation measures may be scaled to reduce or avoid the potential impacts of the alternatives under consideration and may not precisely match those identified for the Project. If a specific impact is not raised within the discussion of an alternative, it is because the effect is expected to be the same as that associated with the implementation of the proposed Project. Detailed descriptions and analyses of the Project alternatives can be found in *Section 6.0, Alternatives to the Project*. The following is a summary of the alternatives evaluated in this EIR.

Alternative 1: No Project Alternative

The purpose of describing and analyzing a No Project Alternative is to allow decision-makers the ability to compare the impacts of approving the Project with the impacts of not approving the Project. The No Project analysis is required to discuss the existing conditions (at the time the NOP was published on September 3, 2020), as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and services.

Under the No Project Alternative, the following would occur:

- Under the No Project Alternative, the Applicant would not improve the site with the proposed development of up to two new industrial warehouse buildings and the site would remain as it currently is developed.
- The Project site would retain its current use as an overflow parking lot for the Auto Club Speedway.
- No annexation would occur of the parcels outside the City limits including the annexation of the right-of-way of Napa Street to the centerline of the street. No new improvements to Napa Street would occur.
- No construction of the new public north/south road would occur.

Alternative 2: No Annexation Alternative

This Project Alternative would focus on impacts that would occur if no annexation occurred, and therefore, no associated GPA or Pre-zone occurred. This alternative evaluates what development could occur if development under the existing zoning (HI) and General Plan (HI) designations, were implemented. The proposed warehouses would be the same size as those proposed by the Project. Building A would be approximately 500,648 square feet (sf) and Building B would be approximately 155,230 sf.

Alternative 3: Reduced Footprint Alternative

This Project Alternative would reduce the overall development footprint by approximately 50 percent. Building A would be approximately 250,324 sf and Building B would be approximately 77,615 sf. This alternative would reduce overall impacts to the site and decrease potential impacts to resources. This Alternative would assume a smaller project site and associated parking and landscaped areas.

Alternative Site Alternative

CEQA Guidelines Section 15126.6(f) requires consideration of an Alternative Site that the proposed Project Applicant would be reasonably able to acquire, control, or gain access to develop. The following would occur if this alternative is taken:

- An alternative location would be chosen and should substantially reduce or avoid potential environmental impacts.
- The alternative is not considered applicable or feasible, as the proposed Project Applicant does not control other undeveloped property of similar size within the City or in the immediate area.
- In addition, due to the lack of significant environmental impacts identified during proposed Project analysis, an alternative site would not be likely to substantially reduce any potential impact created by Project implementation.

Environmentally Superior Alternative

CEQA Guidelines requires that an Environmentally Superior Alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project Alternative is the environmentally superior alternative because it would avoid many of the proposed Project's impacts. If the "No Project" Alternative is the environmentally superior Alternative, CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the Project's basic objectives be chosen as the environmentally superior alternative. With regards to the remaining development alternatives, the Reduced Footprint Alternative (Alternative #3) was evaluated as the environmentally superior alternative as it best meets some of the Project objectives with the least impact to the environment. Refer to *Section 6.0, Alternatives to the Project* for more information.

1.8 Mitigation Monitoring and Reporting

CEQA requires public agencies to adopt monitoring and reporting programs to ensure compliance with mitigation measures adopted or made conditions of Project approval in order to mitigate or avoid the significant environmental effects identified in EIRs. A MMRP incorporating the mitigation measures set forth in this EIR will be prepared and presented for consideration concurrently with the findings of this EIR and prior to approval of the Project.

1.9 Summary of Significant Environmental Impacts & Mitigation Measures

The following table is a summary of significant impacts and proposed mitigation measures associated with the Project as identified in this EIR. Refer to *Sections 4.1* through *4.13*, for a detailed description of the environmental impacts and mitigation measures for the Project. All impacts of the Project can be mitigated to less than significant levels.

Table 1-4: Summary of Significant Impacts and Proposed Mitigation Measures

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.1, Air Quality		
Impact 4.1-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	No Impact	No mitigation measures are required.
Impact 4.1-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Less than Significant Impact with Mitigation	**AQ-1** Prior to issuance of occupancy permits for the Project, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program for review and approval of the City of Rancho Cucamonga detailing strategies that would reduce the use of single occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following: ▪ Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options; ▪ Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the Project site; ▪ Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day; ▪ Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and ▪ Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users. ▪ Provide meal options onsite or shuttles between the facility and nearby meal destinations. **AQ-2** For the Project, electrical hookups shall be provided at all loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped. **AQ-3** All truck access gates and loading docks (both interior- and exterior-facing signs) within the Project site shall have a sign posted that states: ▪ Truck drivers shall turn off engines when not in use.

Resource Impact	Level of Significance	Mitigation Measure(s)
		▪ Truck drivers shall shut down the engine after five minutes of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged. ▪ Telephone numbers of the building facilities manager and CARB to report Violations. **AQ-4** The Project will require contractors and building operator(s) (by contract specifications) to utilize on-road heavy duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds to meet or exceed 2010 engine emission standards or to be equipped with a particulate matter trap (as available) Or to be powered by natural gas, electricity, or other diesel alternative. **AQ-5** Prior to the issuance of building permits for the Project, the City of Rancho Cucamonga Building and Safety Department shall confirm that applicable Project plans and specifications indicate that refrigerated space for the Project does not exceed 56,000 square feet. AQ-6 Post signs at every truck exit driveway providing directional information to the truck route. AQ-7 The Applicant shall make its tenants aware of the funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.
Impact 4.1-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?	Less than Significant Impact	No mitigation measures are required.
Impact 4.1-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact	No mitigation measures are required.
Section 4.2, Biological Resources		
Impact 4.2-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or	Less than Significant Impact with Mitigation Incorporated	**BIO-1** In accordance with the CDFG Staff Report on Burrowing Owl (2012), a qualified biologist will conduct a pre-construction presence/absence survey for burrowing owls between 30 and 14 days prior to site disturbance. If burrowing owls are detected on-site, the owls will be

Resource Impact	Level of Significance	Mitigation Measure(s)
regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of CDFW. **BIO-2** Vegetation clearing should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season cannot be accomplished, then a qualified biologist shall conduct a nesting bird survey within three days prior any disturbance of the site, including disking and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically established buffers are greater for raptors than songbirds and depend upon the species, the nesting stage, and type of construction activity proposed. The buffer should generally be a minimum of 300 feet for raptors and 100 feet for songbirds; unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species.
Impact 4.2-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	Less than Significant Impact	No mitigation measures are required.
Impact 4.2-3: Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact	No mitigation measures are required.
Impact 4.2-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact	No mitigation measures are required.
Impact 4.2-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No mitigation measures are required.
Impact 4.2-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.3, Cultural Resources		
Impact 4.3-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	Less than Significant Impact	No mitigation measures are required.
Impact 4.3-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant Impact with Mitigation Incorporated	**CUL-1** In the unlikely event that cultural resources, as identified by a qualified historian or archaeologist, are exposed during construction of the Project, all ground disturbing activities within 100-feet of the potential resource(s) shall be suspended. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted and shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the Project archaeologist shall notify the appropriate Native American Tribe(s) from a list provided by the City.
Impact 4.3-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation measures are required.
Section 4.4, Energy		
Impact 4.4-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No mitigation measures are required.
Impact 4.4-2: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation measures are required.
Section 4.5, Geology and Soils		
Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	Less than Significant Impact with Mitigation Incorporated	**GEO-1** Prior to the issuance of any grading permit or building permit, City Staff shall review all Project plans involving grading, foundation, structural, infrastructure, and all other relevant construction to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements. Specific design considerations as outlined in the Geotechnical Investigation included in *Appendix* D shall be implemented to minimize the risk for geological hazards included in the Project construction plans.
Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	Less than Significant Impact	No mitigation measures are required.
Impact 4.5-1: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	Less than Significant Impact	No mitigation measures are required.
Impact 4.5-2: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measure **GEO-1**
Impact 4.5-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measure **GEO-1**
Impact 4.5-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	No Impact	No mitigation measures are required.
Impact 4.5-5: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No Impact	No mitigation measures are required.
Impact 4.5-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant Impact with Mitigation Incorporated	**GEO-2** **Worker's Environmental Awareness Program (WEAP).** Prior to the start of the proposed Project activities, all field personnel will receive a worker's environmental awareness training on paleontological resources. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made, and provide contact

Resource Impact	Level of Significance	Mitigation Measure(s)
		information for the Project Paleontologist. The training will be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, etc. **GEO-3** **Paleontological Mitigation Monitoring.** Prior to the commencement of ground-disturbing activities, a professional paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, will be retained by the Project Applicant to prepare and implement a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) for the proposed Project. The PRMMP will describe the monitoring required during excavations that extend into older Quaternary (Pleistocene) age sediments, and the location of areas deemed to have a high paleontological resource potential. The City shall have final review and approval of the PRMMP. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted, based on the geologic conditions at depth, he or she may recommend that monitoring be reduced or cease entirely. **GEO-4** **Fossil Discoveries.** In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following: 1. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the Project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons of large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

Resource Impact	Level of Significance	Mitigation Measure(s)
		2. Fossil Preparation and Curation. The PRMMP will identify the museum that has agreed to accept fossils that may be discovered during Project-related excavations. Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens will be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation will be assessed by the repository and will be the responsibility of the client. **GEO-5** **Final Paleontological Resources Mitigation Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Project Paleontologist should prepare a final mitigation and monitoring report outlining the results of the paleontological resources mitigation and monitoring program, or PRMMP. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.
Section 4.6, Greenhouse Gas Emissions		
Impact 4.6-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact with Mitigation Incorporated	Implement Mitigation Measures **AQ-1** through **AQ-7** for the Project. **SC GHG-1** The 100 Percent E-Commerce Scenario shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would generate a minimum of 10 percent of the total energy consumption, approximately 150 megawatt hours (MWh) per year.
Impact 4.6-2: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.7, Hazards and Hazardous Materials		
Impact 4.7-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant Impact with Mitigation Incorporated	**HAZ-1** If a proposed use at the Project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities. This plan shall be reviewed and approved by the San Bernardino County Department of Environmental Health through the Certified Unified Program Agencies (CUPA) process prior to implementation as required by the California Accidental Release Prevention (CalARP) Program.
Impact 4.7-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant Impact with Mitigation Incorporated	**HAZ-2** If the site development plans involve a net export of soil from the Project site, a Soil Management Plan shall be prepared by a qualified hazardous material specialist to manage off-site reuse or disposal options based on the presence of anthropogenic chemicals in the soil. The Plan would be submitted to the City for review and approval.
Impact 4.7-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact	No mitigation measures are required.
Impact 4.7-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less than Significant Impact	No mitigation measures are required.
Impact 4.7-5: Would the Project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation measures are required.
Impact 4.7-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation measures are required.
Impact 4.7-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.8, Hydrology and Water Quality		
Impact 4.8-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-3: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: iv) impede or redirect flood flows?	Less than Significant Impact	No mitigation measures are required.
Impact 4.8-4: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Impact 4.8-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	No mitigation measures are required.
Section 4.9, Land Use and Planning		
Impact 4.9-1: Would the Project physically divide an established community?	No Impact	No mitigation measures are required.
Impact 4.9-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Less than Significant Impact	No mitigation measures are required.
Section 4.10, Noise		
Impact 4.10-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation measures are required.
Impact 4.10-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	No mitigation measures are required.
Section 4.11, Transportation		
Impact 4.11-1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No mitigation measures are required.
Impact 4.11-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than Significant Impact	No mitigation measures are required.
Impact 4.11-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant Impact	No mitigation measures are required.
Impact 4.11-4: Would the Project, Result in inadequate emergency access?	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
Section 4.12, Tribal Cultural Resources		
Impact 4.12-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC §5020.1(k) or b) A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC §5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?	Less than Significant Impact with Mitigation Incorporated	**TCR-1** **Tribal Cultural Resources Discovery:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in TCR-2, of any pre-contact cultural resources discovered during Project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the Project, should SMBMI elect to place a monitor on-site. **TCR-2** **Archeological/Cultural Documents:** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the Project. **TCR-3** **Retain an Archeologist and/or Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.
Section 4.13, Utilities and Service Systems		
Impact 4.13-1: Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the	Less than Significant Impact	No mitigation measures are required.

Resource Impact	Level of Significance	Mitigation Measure(s)
construction or relocation of which could cause significant environmental effects?		
Impact 4.13-2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant Impact	No mitigation measures are required.
Impact 4.13-3: Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant Impact	No mitigation measures are required.
Impact 4.13-4: Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant Impact	No mitigation measures are required.
Impact 4.13-5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No mitigation measures are required.

2.0

INTRODUCTION

2.0 INTRODUCTION

2.1 Purpose and Type of Environmental Impact Report

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the Speedway Commerce Center Project (Project). This EIR has been prepared by Kimley-Horn & Associates in conformance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC], Section 21000 et seq.) and the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter 3, Section 15000 et seq.). The City of Rancho Cucamonga (City) is the Lead Agency under CEQA and is responsible for preparing the EIR. As the Lead Agency, the City will review and consider this EIR in its decision to approve, revise, or deny the proposed Project.

This EIR evaluates the potential environmental impacts associated with planning, constructing, and operating the proposed warehouse building Project with a maximum of 655,878 square feet (sf) located on Napa Street just east of Etiwanda Avenue and east of the San Sevaine Channel. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.6, Greenhouse Gas Emissions*; *Section 4.10 Noise*, and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) under the proposed Project would be occupied by 100 percent E-Commerce use.

To enable the proposed development on the approximate 34.61-acre warehouse site, the Project includes a request for a General Plan Amendment (GPA) (DRC 2020-00184), Pre-Zone (DRC2020-00186), Annexation (DRC 2020-00185), Design Review (DRC 2020-00177), Tentative Parcel Map (SUB TPM20251), and Uniform Sign Program (DRC 2020-00178) for the Project site.

The Project includes the proposed annexation and Sphere of Influence (SOI) boundary amendment of two parcels including assessor's parcel number (APN) 0229-291-46, of approximately 2.9 acres in size, located within the County of San Bernardino and within the City of Fontana SOI. The request also includes the annexation and SOI amendment of approximately 0.69 acre of the 61.88-acre parcel (APN 0229-291-23), located to the west (not a part of the development project and therefore analyzed in this EIR for annexation only) of the Project. The annexation request includes the half width of Napa Street that extends along the centerline of Napa Street from San Sevaine Channel to Etiwanda Avenue. The total area to be annexed from the centerline of Napa Street including the 2.9 acre parcel APN 0229-291-46, the 0.69 acre portion of APN 0229-291-23, and the area of right of way, is approximately 4.8 acres total. Therefore, the City of Fontana SOI will be reduced by 4.8 acres and the City of Rancho Cucamonga City boundary will increase by 4.8 acres with the proposed annexation and SOI amendment.

The GPA and Pre-zone are requested to amend the land use designation of the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy

Industrial (HI) Land Use designation consistent with the HI land use designation to the north within the City of Rancho Cucamonga limits. The GPA will amend the Flood Control/Utility Corridor designation along the west boundary of the parcel APN 0229-291-54 along the East Etiwanda Creek to Heavy Industrial. The GPA includes the removal of the floating park designation, identified in Figure CS-1, Figure RC-1, and Figure PF-1 generally located over the Project site, from these figures in the City's General Plan.

This Draft EIR evaluates the potentially significant, adverse impacts on the environment resulting from implementation of the Project. *Section 3.0, Project Description*, provides detailed descriptions of the construction and operational components of the proposed Project. *Section 4.0, Environmental Setting*, discusses the regulatory environment, existing conditions, environmental impacts, and mitigation measures for the Project. Following public review of the Draft EIR, a Final EIR would be prepared, in which the City as Lead Agency, would respond to public comments on the Draft EIR.

2.2 Purpose of the EIR

According to Section 15121 of the CEQA Guidelines, an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a proposed project. The purpose of this Draft EIR for the proposed Project is to review the existing conditions at and in the vicinity of the Project site; identify and analyze the potential environmental impacts; and suggest feasible mitigation measures or alternatives to reduce significant adverse environmental effects, as described in *Section 3.0, Project Description* and *Section 6.0, Alternatives to the Project*. The potential impacts include both temporary construction-related effects and the long-term effects of development, operation, and maintenance of the Project, as described in *Section 3.0, Project Description*.

The intent of this EIR is to address the potential Project impacts utilizing the most current and detailed plans, technical studies, and related information available. This EIR will be used by the City of Rancho Cucamonga as the Lead Agency, the Local Agency Formation Commission (LAFCO) for the reorganization including the annexation request and jurisdictional boundary/SOI boundary amendment, and other responsible and trustee agencies, interested parties, and the general public to evaluate the potential environmental impacts of the proposed Project. Refer to *Section 2.5, Responsible and Trustee Agencies* below and *Section 3.6, Approvals Requested as Part of the Project* and *Section 3.8, Required Agency Approvals*, for a full list of anticipated responsible and trustee agencies and Project approvals.

The City determined that an EIR is the appropriate CEQA document for the implementation of the Project in accordance with Section 15161 of the CEQA Guidelines. This EIR is intended to provide a "Project-level" CEQA analysis and is based on related information described in *Section 3.0, Project Description*. CEQA Guidelines Section 15161 states Project EIRs examine the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. This EIR shall examine all phases of the Project including planning, construction, and operation.

2.3 Compliance with CEQA

According to the CEQA Guidelines (14 CCR Section 15064[f][1]), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects

of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects.

This document analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

Based on significance criteria, the effects of the Project have been categorized as either "no impact," "less than significant impact," "less than significant with mitigation incorporated," or "significant unavoidable impact" (refer to *Section 4.0, Environmental Impact Analysis*). Mitigation measures are recommended for potentially significant impacts, to avoid or lessen impacts.

Scope of the Draft EIR

Scoping Process

In compliance with Section 15201 of the CEQA Guidelines, the City has taken steps to provide opportunities for public participation in the environmental process. A Notice of Preparation (NOP) was distributed on September 3, 2020, to federal, state, regional, and local government agencies and interested parties for a 30-day public review period to solicit comments and to inform agencies and the public of the proposed Project. The NOP was circulated for 30 days until October 3, 2020. The City published a notice of public scoping meeting in the Inland Valley Daily Bulletin and mailed courtesy notices to property owners within 660 feet of the Project site, as well as individuals and stakeholders who had previously requested notification of such meetings. In addition, the NOP was also uploaded to CEQANet and the environmental documents were made available to the public on the City's website. The Project was described; potential environmental effects associated with Project implementation were identified; and agencies and the public were invited to review and comment on the NOP. A copy of the NOP is included in *Appendix I, Notice of Preparation*.

Simultaneous with the NOP distribution, an Initial Study was prepared pursuant to CEQA Guidelines Section 15063 and it was determined that an EIR will be required for this Project. A copy of the Initial Study is included in *Appendix I: Notice of Preparation*. The EIR will be prepared based on the Project's potential to create short-term, long-term and cumulative impacts associated with the development. Based on the findings of the Initial Study, the EIR will evaluate the issues, identified below, from the CEQA Guidelines Appendix G Environmental Checklist Form. The following issues will be addressed in this EIR:

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

The following issues identified as "no impact" in the NOP and Initial Study are addressed in *Section 7.0, Effects Found not to be Significant*, of this Draft EIR.

- Aesthetics
- Agriculture and Forestry Resources
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Wildfire

Subsequent to the circulation of the NOP, it was discovered that the parcel number for APN 0229-291-23 was inadvertently left off the Project description. The NOP described the parcel as a portion of parcel APN 0229-291-22, the adjacent property to the west, located outside the city limits (not a part of the development project) and identified in Figure 3. As this area (0.69-acre portion of the parcel) was created by Napa Street bisecting parcel 0229-291-23, it was identified as a portion of parcel 0229-291-22 and was inadvertently left off the Project description. Although the parcel number itself was not identified on the NOP, the annexation area was described in the description and the area was identified on Figure 3-2: Project Annexation Map included in the NOP, described in the Project location, and was described in detail within the Requested Project Approval section of the NOP. Therefore, recirculating the NOP was not necessary. Parcel 0229-291-23 is not a part of the development project but would be annexed in an effort to create a logical City boundary from San Sevaine Channel, along the centerline of Napa street, to Etiwanda Avenue.

Public Scoping Results

A notice of a public scoping meeting for the proposed Project was included within the original NOP. The City held a Scoping Meeting on September 17, 2020 via Zoom App virtual meeting, due to the COVID-19 pandemic. The purpose of the Scoping Meeting was to obtain comments from the public and agencies regarding the scope of the environmental document.

Oral comments were received during the Scoping Meeting from one individual that participated in the Scoping Meeting. A total of eight comment letters were received in response to the NOP during the review period. Comments were received from the following: 1) Native American Heritage Commission; 2) California Department of Fish and Wildlife (CDFW); 3) California Department of Transportation (CalTrans); 4) San Bernardino County Department of Public Works; 5) Inland Empire Biking Alliance; 6) South Coast Air Quality Management District, 7) Cucamonga Valley Water District (CVWD), and 8) Inland Empire Utilities Agency (IEUA). One comment letter was received after the NOP comment review period from Southern California Association of Governments (SCAG). The NOP and comment letters are included in *Appendix I, Notice of Preparation.*

Areas of concern identified during the 30-day scoping period include:

- Assessment of habitat types within the Project footprint and inventory of general biological species that are present or have the potential to be present onsite.
- Potential impacts to storm drain facilities.
- Potential impacts to State facilities including the state highway.
- Potential impacts to the San Sevaine Trail.
- Potential impacts to Air Quality.
- Potential impacts to Native American resources.
- Connection to wastewater facilities and services for the Project.
- Potential to impact sustainable growth patterns, reduction of Greenhouse Gas emissions (GHG) and transportation strategies.

Environmental Review Process

Public Review of the Draft EIR

In accordance with CEQA Guidelines Sections 15087 and 15105, this Draft EIR will be circulated for a 45-day public review period. The review and comment period for this Draft EIR begins on June 29, 2021 and extends through August 13, 2021.

The public is invited to comment in writing on the information contained in this document. Interested agencies and members of the public are invited to provide written comments on the Draft EIR and are encouraged to provide information that they believe should be included in the EIR. The Draft EIR is available to the general public for review at the locations listed below and on the City's website at:

https://www.cityofrc.us/current-projects#other-projects

And available at:

- Public Information and Services Counter - Planning Department, Rancho Cucamonga, 10500 Civic Center Drive, Rancho Cucamonga, CA 91730, (909) 477-2700;
- CEQAnet at https://ceqanet.opr.ca.gov/ (State Clearing House No. SCH2020090076);
- City's website via DropBox at https://www.dropbox.com/sh/py8i3sb3fkd1uty/AADSRuPUK0GtTTa7hzIbpKu2a/Speedway%20Commerce%20Center?dl=0&subfolder_nav_tracking=1.
- Archibald Library, 7368 Archibald Avenue, Rancho Cucamonga, CA 91730, (909) 477-2720;
- Paul A. Biane Library - 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739, (909) 477-2720.

Comment letters should be sent to:

City of Rancho Cucamonga
Attn: Sean McPherson, Senior Planner
10500 Civic Center Dr, Rancho Cucamonga, CA 91730
Phone: (909) 774-4307
Email: Sean.Mcpherson@cityofrc.us

Final EIR

Upon completion of the 45-day Draft EIR public review period, the City of Rancho Cucamonga will evaluate all written comments received during the public review period on the Draft EIR. Pursuant to CEQA Guidelines Section 15088, the City of Rancho Cucamonga will prepare written responses to comments raising environmental issues. Pursuant to CEQA Guidelines Section 15132 (Contents of Final Environmental Impact Report), the Final EIR will be prepared and will include:

(a) The Draft EIR or a revision of the draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR; and

(d) The Lead Agency's responses to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

Additionally, pursuant to CEQA Guidelines Section 15088 (Evaluation of and Response to Comments), after the Final EIR is completed, the City of Rancho Cucamonga will provide a written response to each public agency on comments made by that public agency at least ten days prior to certifying the EIR.

Certification of the Final EIR

The Draft EIR, as revised by the Final EIR, will be considered by the City of Rancho Cucamonga City Council for certification, consistent with CEQA Guidelines Section 15090, which states:

Prior to approving a project, the Lead Agency shall certify that:

(1) The final EIR has been completed in compliance with CEQA;

(2) The final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and

(3) The final EIR reflects the Lead Agency's independent judgment and analysis.

Regarding the adequacy of an EIR, according to CEQA Guidelines Section 15151, "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make

an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Project Consideration

After certification of the Final EIR, the City Council may consider approval of the proposed Project. A decision to approve the Project would be accompanied by specific, written findings, in accordance with CEQA Guidelines Section 15091.

2.4 Format of the EIR

The purpose of this EIR is to enable the City of Rancho Cucamonga and other responsible and trustee agencies and interested parties to evaluate the environmental impacts of the Project. The purpose of this EIR is to provide environmental review of the Project, such that the City of Rancho Cucamonga will be able to utilize this EIR to satisfy CEQA for Project-related permits or approvals.

This Draft EIR is organized into 10 sections:

Section 1.0 **Executive Summary**, provides a Project summary and summary of environmental impacts, and the proposed mitigation measures and alternatives.

Section 2.0 **Introduction**, provides CEQA compliance information.

Section 3.0 **Project Description**, provides Project history, as well as the environmental setting, Project characteristics and objectives, phasing, and anticipated permits and approvals that may be required for the Project.

Section 4.0 **Environmental Setting and Impact Analysis**, provides a discussion of the existing conditions for each of the environmental impact areas. This section also describes methodologies for significance determinations, identifies both short-term and long-term environmental impacts of the Project, recommends mitigation measures to reduce the significance of environmental impacts, and identifies any areas of potentially significant and unavoidable impacts. This section includes a discussion of cumulative impacts that could arise as a result of the implementation of the proposed Project.

Section 5.0 **Other CEQA Considerations**, summarizes unavoidable significant impacts, and discusses significant irreversible environmental changes, growth-inducing impacts, and energy conservation, in accordance with CEQA Guidelines, Appendix G.

Section 6.0 **Alternatives to the Project**, describes potential Project alternatives, including alternatives considered but rejected from further consideration, the No Project Alternative, various Project Alternatives, and identifies the Environmentally Superior Alternative.

Section 7.0 **Effects Found Not to Be Significant**, describes potential impacts that have been determined not to be significant throughout the EIR process.

Section 8.0 **EIR Consultation and Preparation**, identifies the CEQA Lead Agency and EIR preparation team, as well as summarizes the EIR consultation process.

Section 9.0 **References**, contains the references utilized throughout report preparation.

Section 10.0 **Appendices**, contains the NOP and Draft EIR notification documents and Project-specific technical studies.

2.5 Responsible and Trustee Agencies

Lead Agency

City of Rancho Cucamonga

For this Project, the City of Rancho Cucamonga is the Lead Agency under CEQA. This Draft EIR has been prepared in accordance with PRC Section 21000 et seq. and the State CEQA Guidelines (CCR Section 15000 et seq.). CEQA requires lead agencies to consider potential environmental effects that may occur with implementation of a project and to avoid or substantially lessen significant effects to the environment when feasible. When a project may have a significant effect on the environment, the agency with primary responsibility for carrying out or approving the Project (the Lead Agency) is required to prepare an EIR.

A portion of the Project is presently located in unincorporated San Bernardino County. An annexation request will be processed through the San Bernardino Local Agency Formation Commission (LAFCO) to annex parcel APN 0229-291-46 and the 0.69 acre portion of APN 0229-291-23, into the City of Rancho Cucamonga, the Project's Lead Agency. See *Section 3.0*, *Project Description* for additional information.

Trustee, Responsible, and Cooperating Agencies

Other federal, state, and local agencies are involved in the review and approval of the proposed Project, including trustee and responsible agencies under CEQA. Under CEQA, a trustee agency is a State agency that has jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. A responsible agency is an agency other than the Lead Agency that has responsibility for carrying out or approving a project. Responsible and trustee agencies are consulted by the CEQA Lead Agency to ensure the opportunity for input and also review and comment on the Draft EIR. Responsible agencies also use the CEQA document in their decision-making. Several agencies other than the City of Rancho Cucamonga may require permits, approvals, and/or consultation in order to implement various elements of the Project. The Project includes a proposed annexation of approximately 4.8 acres into the City of Rancho Cucamonga that would require approval by the San Bernardino County LAFCO. The Project also includes infrastructure improvements that require consultation and permits from agencies such as San Bernardino County Flood Control District (SBCFCD), Metropolitan Water District (MWD), and Southern California Edison (SCE). A full list of agencies is listed in *Section 3.8, Required Agency Approvals*.

2.6 Incorporation by Reference

Pertinent documents relating to this EIR have been cited in accordance with CEQA Guidelines Section 15148 or have been incorporated by reference in accordance with CEQA Guidelines Section 15150, which encourages incorporation by reference as a means of reducing redundancy and the length of environmental reports. The following documents are hereby incorporated by reference into this EIR and are available for review online. Information contained within these documents has been utilized for various sections of this EIR.

San Bernardino County Countywide Plan: The County of San Bernardino adopted the County Countywide Plan in 2020. The Countywide plan is comprised of four sections: Policy Plan, Business Plan, Community Action Guides, and Environmental Documents. The County Policy Plan is an update and expansion of the County's General Plan for the unincorporated areas. As an update of the County's General Plan and Community Plans, the Policy Plan addresses physical, social, and economic issues facing the unincorporated portions of the County. It also addresses supportive services for adults and children, healthcare services, public safety, and other regional county services provided to both incorporated and unincorporated areas. As part of its Policy Plan, the County includes the following eight elements: 1) Land Use; 2) Infrastructure & Utilities; 3) Transportation & Mobility; 4) Natural Resources; 5) Hazards; 6) Personal & Property Protection; 7) Economic Development; and 8) Health & Wellness. The Policy Plan was used throughout this EIR since it contains information, policies, and regulations relevant to the proposed Project.

This document is available for review on the County's website at:
http://countywideplan.com/policy-plan.

Rancho Cucamonga General Plan 2010: The City of Rancho Cucamonga adopted the comprehensive Rancho Cucamonga General Plan 2010 in 2010 with the addition of the Housing Element in late 2010. The General Plan constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction. The General Plan addresses a broad range of issues relating to the community's physical, economic, and social development. It contains an evaluation of existing conditions and provides the long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through the Goals, Objectives, Policies, and Programs it contains, the General Plan serves as a decision-making tool to guide future growth and development decisions.

The General Plan is divided into eight elements (excluding Introduction Chapter):

1. Managing Land Use, Community Design, and Historic Resources
2. Resource Conservation
3. Community Mobility
4. Public Facilities and Infrastructure
5. Economic Development
6. Public Health and Safety
7. Community Services
8. Housing

The General Plan was used throughout this EIR since it contains policies and regulations relevant to the proposed Project. This document is available for review on the City's website at:

https://www.dropbox.com/sh/jq8ppqh277lswqq/AABgaDSgPfG8T9CC5_V3Ybbla/General%20Plan?dl=0&subfolder_nav_tracking=1

Rancho Cucamonga Municipal Code. The Rancho Cucamonga Municipal Code (Rancho Cucamonga MC) regulates land use and activities within the City's jurisdiction including, zoning regulations (codified in Title 17). Rancho Cucamonga MC Title 17 is the primary tool for implementing the City's General Plan's goals, objectives, and policies. The Rancho Cucamonga MC is referenced throughout this EIR to establish the Project's baseline requirements according to the City's municipal code regulations.

The Rancho Cucamonga MC can be accessed online at: http://qcode.us/codes/ranchocucamonga/.

Fontana Forward General Plan. The City adopted the Fontana Forward General Plan in 2003 and the Plan was updated in 2018. The sixteen chapters or "elements" provide a summary of existing conditions and current trends, the planning process, and goals, policies and actions for many different topic areas that will affect the physical and economic development of the City over the next twenty years.

- The Community and Neighborhood (CN) Element focuses on attributes that contribute to the form, character and quality of life in the communities and neighborhoods where people live.
- The Housing (H) Element provides a summary of the State-approved 2014-2021 Housing Element, prepared according to State requirements and on the State timetable.
- The Building a Healthier Fontana (BHF) element identifies a shared vision and set of values for addressing health and wellness within Fontana, including goals for the future physical development that will result in a healthier city.
- The Conservation, Open Space, Parks and Trails (COPT) Element describes measures for the preservation of open space for the protection of natural resources, and for public health and safety.
- The Public and Community Services Department (PCS) Element focuses on three important aspects of municipal service provision: public safety, public facilities, and the many services provided by the Community Services department.
- The Community Mobility and Circulation Element (CMC) expands the options for transit and "active transportation" (pedestrian and bicycle mobility) for Fontana. It is aligned with the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) concepts of Neighborhood Mobility Areas and Livable Corridors.
- The Infrastructure and Green Systems (IGS) Element focuses on maintenance of city property, including parks and trails, streets, sewer lines and lift stations, and City buildings; for stormwater management; and for maintaining the City fleet.
- The Noise and Safety (NS) Element's goal is to combine the Goals and Policies of the Noise and Safety Elements of the 2003 General Plan into one Noise and Safety Element supported by detailed recent data in the Hazard Mitigation Plan.
- The Sustainability and Resilience (SR) element focuses especially on resource efficiency and planning for climate change.
- The Economy, Education, and Workforce Development (EEWD) element focuses on providing more jobs in Fontana for Fontana residents by promoting a diversified economy that builds on existing businesses and develops, attracts and retains future job-creating sectors.
- The Downtown Area Plan (DTAP) element ensure that new infill development is compatible in scale and character with the existing neighborhood while ensuring that transportation and utility infrastructure keeps pace with the neighborhood character.
- The Land Use, Zoning, and Urban Design (LUZUD) element includes an amended Land Use Plan. The amendments will provide new development opportunities in targets areas and along corridors that can accommodate such development.

- The final element, Stewardship and Implementation (SI), discusses overall stewardship of the plan to keep it useful and current by creating systems and procedures to make sure that the plan is used to guide decision-making and that it is evaluated regularly to see if strategies are working and if it continues to reflect community goals.

The General Plan was used in this EIR as it relates to the analysis of the parcels within the City of Fontana Sphere of Influence since it contains information, policies, and regulations relevant to the Project. This document is available for review on the City's website at: https://www.fontana.org/2632/General-Plan-Update-2015---2035.

City of Fontana Municipal Code, as (continuously) updated. The Fontana Municipal Code (Municipal Code) establishes detailed zoning districts and regulations based on the General Plan. The Fontana Zoning and Development Code (Municipal Code Chapter 30) serves as the primary implementation tool for the General Plan. Whereas the General Plan is a policy document that sets forth direction for development decisions, the Zoning Code is a regulatory document that establishes specific standards for the use and development of all properties in the City. The Zoning Code regulates development intensity using a variety of methods, such as setting limits on building setbacks, yard landscaping standards, and building heights. The Zoning Code also indicates which land uses are permitted in the various zones. The Municipal Code includes all the City's zoning ordinance provisions and has been supplemented over time to include other related procedures such as subdivision regulations, environmental review procedures, and an advertising and sign code. Municipal Code regulations and maps must be consistent with the General Plan land uses, policies, and implementation programs. The Municipal Code is referenced throughout this Draft EIR to establish the proposed Project's baseline requirements according to the City's regulatory framework.

Southern California Association of Governments. The 2020-2045 RTP/SCS, Connect SoCal, was adopted in September 2020. The RTP/SCS aims to create a long-range vision plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. The 2020-2045 RTP/SCS Final PEIR (SCH # 2019011061) addresses the cumulative impact of future development and associated infrastructure improvements for the SCAG region, which includes San Bernardino County and the City of Rancho Cucamonga

The SCAG RTP/SCS can be accessed online at: https://scag.ca.gov/connect-socal.

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3.0

PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

3.1 Purpose

The City of Rancho Cucamonga (City), as Lead Agency under the California Environmental Quality Act (CEQA), has prepared this Draft Environmental Impact Report (EIR) for the Project. The purpose of the Project Description is to provide an accurate, stable and finite description of the Project to allow for meaningful review by local, state and federal reviewing agencies, decision-makers, and interested parties. The CEQA Guidelines Section 15124 requires a Project Description to contain the following:

1. The precise location and boundaries of the proposed Project shown on a detailed map and along with a regional location map;
2. A clearly written statement of the objectives of the proposed Project including the underlying purpose of the Project and project benefits. The statement of objectives must be detailed enough to allow a Lead Agency the opportunity to develop and evaluate project alternatives;
3. A description of the proposed Project's technical, economic and environmental characteristics along with engineering and public service facilities details; and
4. A statement describing the intended uses of the EIR, including a chronological list of all necessary approvals and a roster of other agencies that may use the document, a list of required permits and approvals, and a list of related consultation and environmental review necessary under local, state, and federal laws, regulations, and policies.

The information presented within the Project Description will both accurately describe the Project and assist in further review and assessment of its potential environmental impacts.

3.2 Project Overview

The City has prepared this Draft EIR for the Speedway Commerce Center Project (Project), for a warehouse project. The Project site would include the development of two warehouse buildings, (Buildings A and B) on a 34.61-acre (1,507,466 square feet [sf]) and include parking, landscaping, and facility improvements. The Project applicant expects that the two proposed buildings would be occupied by warehouse distribution uses. The Project site is located on two contiguous parcels: Assessor Parcel Numbers (APN) 0229-291-54 and 0229-291-46.

The Project applicant is pursuing the proposed Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making. Under the Alternate Project, the site would include the development of a single warehouse building on a 34.61-acre (1,507,466 sf) site and would be occupied by either a warehouse distribution or a fulfillment center use. The site would be developed with the single 500,648 sf building (approximately 33 percent of the total proposed Project site area) with the remainder of the site developed with parking to support the E-Commerce use. Due to the higher employee demand the Alternate Project would be developed with 1,456 parking spaces to support the E-Commerce parking use. Additional details regarding both the Project and Alternate Project are included in *Section 3.5, Proposed Project and Alternate Project.*

Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy*; *Section 4.6, Greenhouse Gas Emissions*; *Section 4.10, Noise*; and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) under the proposed Project would be occupied by 100 percent E-Commerce use. The Traffic Impact Analysis (TIA) assumed this worst-case scenario in terms of the additional traffic volume in the trip generation analysis. The Air Quality Assessment, which includes an analysis of Air Quality and GHG impacts, assumed this worst-case scenario consistent with the TIA. Additionally, the Acoustical Assessment evaluated noise impacts consistent with the TIA assumed in the worst-case scenario in terms of the additional traffic volume in the trip generation analysis. Although the Project applicant is not anticipating the Project being occupied by 100 percent E-Commerce, this additional analysis has been prepared in order to evaluate this worst-case scenario. Detailed analysis of this worst-case scenario is presented in the respective Draft EIR sections (Sections 4.1, 4.6, 4.10, and 4.11) as well as their associated technical reports.

The Project includes the proposed annexation and jurisdictional boundary amendment/Sphere of Influence (SOI) amendment of two parcels including APN 0229-291-46, of approximately 2.9 acres in size, located within the County of San Bernardino (County) and within the City of Fontana Sphere of Influence (SOI). The request also includes the annexation of approximately 0.69 acres of the 61.88-acre parcel (APN 0229-291-23), located to the west (not a part of the development project and therefore analyzed in this EIR for annexation only) of the Project. The parcel is approximately 425.36 feet by 5,303.26 feet and is located on the corner of Etiwanda Avenue. Napa Street traverses the parcel along the northerly boundary dividing a small splinter from the northeast edge of the parcel (approximately 0.69 acres). The parcel is owned by Southern California Edison (SCE) and is a utility corridor and easement for overhead power lines. In an effort to create a logical boundary, the annexation request for the Project extends along Napa Street from San Sevaine Channel to Etiwanda Avenue. The annexation would incorporate the approximately 0.69-acre splinter area, from the centerline of Napa Street to the north parcel boundary, from the SCE parcel. No development is proposed on the SCE parcel. The annexation request includes the half width of Napa Street that extends along the centerline of Napa Street from San Sevaine Channel to Etiwanda Avenue. The remainder of Napa Street (generally the southern portion of Napa Street from the centerline of the public right of way) will remain within the County. The total area to be annexed from the centerline of Napa Street including the 2.9 acre parcel APN 0229-291-46, the 0.69 acre portion of APN 0229-291-23, and the area of right of way, is approximately 4.8 acres total. Therefore, the City of Fontana SOI will be reduced by 4.8 acres and the City of Rancho Cucamonga City boundary will increase by 4.8 acres with the proposed annexation and SOI amendment.

3.3 Project Location

Regional Location

This Project area is located within the City of Rancho Cucamonga and more specifically in the southeastern region of the City. The City is located in the southwestern region of San Bernardino County, approximately 5.29 miles south of the San Gabriel Mountains (Refer to *Figure 1-1: Regional Location Map*, in *Section 1.0, Executive Summary*). Surrounding communities within five miles of the Project site include the cities of Upland, Ontario, Claremont, and Fontana. The City is approximately 50 square miles including the sphere

of influence located at the northern boundary of the City limit. The City is located along the foothills of the San Gabriel Mountains and adjacent to the San Bernardino National Forest boundary. The City's eastern boundary is the City of Fontana and the Interstate 15 (I-15) Freeway.

Project Location

The Project site is located partially in the City of Rancho Cucamonga and within San Bernardino County. The Project site is located directly south of the Burlington Northern Santa Fe (BNSF) Railway, directly west of San Sevaine Channel, north of Napa Street in the City of Rancho Cucamonga and San Bernardino County, and east of East Etiwanda Creek (see *Figure 3-1: Project Location Map*). A railroad spur to the BNSF Railway bisects the Project site. The Project site is currently used as an overflow parking lot for the Auto Club Speedway during large events. The Project site is located on two contiguous parcels: APNs 0229-291-54 and 0229-291-46. Parcel 0229-291-54 (approximately 32.83 acres) is located within the City of Rancho Cucamonga city limits. Parcel 0229-291-46 (approximately 2.9 acres) is located outside the City of Rancho Cucamonga city limits, within the County of San Bernardino and within the City of Fontana SOI. The Project is located approximately 1.3 miles east of I-15 and approximately 1.5 miles north of Interstate 10 (I-10) (see *Figure 1-1: Regional Location Map*). As shown in Figure LU-4, Focus Areas of the Rancho Cucamonga General Plan (GP), the Project site is located in the City's Southeast Rancho Cucamonga Focus Area.

The vision for this focus area includes:

- Concentrating heavy industrial uses;
- Supporting infrastructure improvements to attract industrial, manufacturing, and green technology uses; and
- Preventing encroachment of conflicting uses that would diminish the utility of the area for heavy industry.

Relationship to Other Jurisdictions

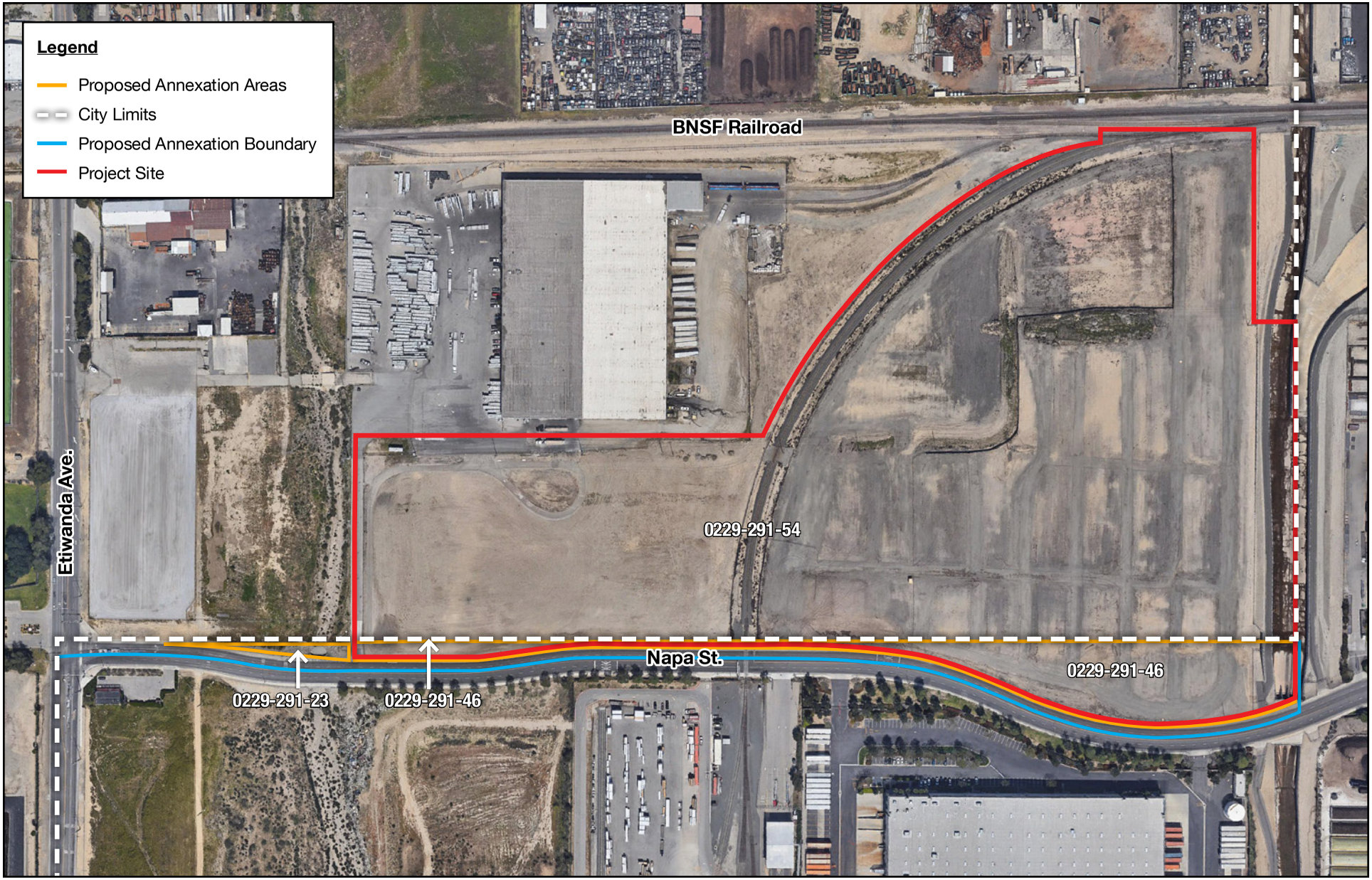
The Project includes a Pre-zone application, annexation, and jurisdiction boundary change/SOI amendment for two parcels including APN 0229-291-46, a parcel of approximately 2.9 acres in size, located within the County of San Bernardino and within the City of Fontana SOI. Consistent with Local Agency Formation Commission (LAFCO) policies, and at the request of LAFCO, the annexation request includes a portion of parcel APN 0229-291-23, the adjacent property to the west, located outside of the City of Rancho Cucamonga limit. It should be noted that APN 0229-291-23 is not a part of the development project and therefore analyzed in this EIR for annexation only. This pre-zone and annexation are an effort to create a new logical boundary line that will extend from the current boundary from the San Sevaine Channel, along the centerline of Napa Street, to Etiwanda Avenue (see *Figure 3-2: Project Annexation Map*). The annexation will be subject to review and approval by LAFCO for San Bernardino County. The annexation will increase the boundary of the City of Rancho Cucamonga by approximately 4.8 acres in size and decrease the SOI for the City of Fontana by the same size. Project implementation would require a General Plan Amendment (GPA) and Pre-zoning in accordance with LAFCO requirements for a boundary/SOI amendment and annexation.

Subsequent to the circulation of the Notice of Preparation (NOP), it was discovered that the parcel number for APN 0229-291-23 was inadvertently left off the project description. The NOP described the parcel as a portion of parcel APN 0229-291-22, the adjacent property to the west, located outside the city limits (not a part of the development project) and identified in NOP Figure 3. As this area (0.69 acre portion of the parcel) was created by Napa Street bisecting parcel 0229-291-23, it was identified as a portion of parcel 0229-291-22 and was inadvertently left off the project description. Although the parcel number itself was not identified on the NOP, the annexation area was described in the description and the area was identified in Figure 3: Project Annexation Map included in the NOP, described in the Project location, and was described in detail within the Requested Project Approval section of the NOP. Therefore, recirculating the NOP was not necessary. Parcel 0229-291-23 is not a part of the development project but would be annexed in an effort to create a logical City boundary from San Sevaine Channel, along the centerline of Napa Street, to Etiwanda Avenue.

FIGURE 3-1: Project Location
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn



Source: Google Earth

FIGURE 3-2: Project Annexation Map
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

3.4 Project Setting

The following provides an overview of the existing physical and environmental conditions of the Project site. Additional details are provided within the respective chapters of the Draft EIR.

Existing Land Uses

The majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site. The asphaltic concrete driveways are located along the west property line, and a portion of the north property line, extending 475± feet eastward from the west property line. The pavement on-site is in poor condition, with moderate cracking throughout. The Project site is currently used as an overflow parking lot for the Auto Club Speedway. The Project site is surrounded by industrial development to the north, west, east, and south of the site. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel.

Overhead SCE powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site.

An existing railroad easement and spur line is present along the northern boundary of the Project site, extending from the northeast corner of the property to the center of the property. This easement extends southward, crossing through the center of the site in the north-south direction.

Ground surface cover west of the railroad easement generally consists of sparse to moderate native grass and weed growth with limited areas of debris and trash. The area also includes limited areas of open-graded-gravel driveways transecting the western portion of this area in the north/south and east/west directions.[1]

Ground surface cover east of the railroad easement generally consists of exposed soils, limited areas of open-graded- gravel, and some areas with sparse to moderate native grass and weed growth. A soil berm, located in the northeast area of the site, is approximately 3± feet in height, and about 310 feet long. To the west of this berm, a "plateau," is present, approximately 7 feet higher than the surrounding portions of the site to the east and south. The sides of this elevated area consist of slopes that gently trend downward to the north and west toward the railroad easement.

A 12-foot diameter Metropolitan Water District (MWD) water supply line is located north of Napa Street, near the southern property line.

Surrounding Land Uses

The Project site is surrounded by Heavy Industrial (HI) uses to the north and west, within the City of Rancho Cucamonga. Uses in these areas include warehousing, railroad, drainage channel, vacant land, and utilities. Adjacent properties to the immediate south and east are designated for Regional Industrial (IR) uses within the County of San Bernardino and General Industrial (I-G) and Open Space (OS-N) within the City of Fontana's SOI. Uses in these areas include warehousing, drainage channel and vacant land. See *Table 3-1: Surrounding Land Uses* for a summarization of surrounding land uses. The BNSF railway and Metrolink line are directly north of the Project site. The site is bordered to the west by the East Etiwanda

[1] Southern California Geotechnical. (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development.* Accessed July 20, 2020. See Appendix D

Creek and a SCE overhead utility corridor/easement and to the east by San Sevaine Channel. Napa Street comprises the Project site's southern border.

Table 3-1: Surrounding Land Uses

Location	Designation	Land Use
North	Heavy Industrial (HI)	Warehousing, Railroad, Vacant
South	General Industrial (GI)/ General Industrial (I-G)	Warehousing, Channel, Vacant
East	General Industrial(GI)/General Industrial (I-G)/Open Space Natural (OS-N)	Warehousing, Channel, Vacant
West	Heavy Industrial (HI)	Warehousing, Unimproved Channel, Vacant/Utility

Existing General Plan Designations

The General Plan designation for parcel 0229-291-54 located in the City of Rancho Cucamonga is Heavy Industrial (HI)[2] and is within the Industrial Area Specific Plan (see Figure LU-5 of the City's General Plan). Additionally, the western edge (approximately 50 feet) of the Project site is designated as Flood Control/Utility Corridor. The San Bernardino County General Plan designation for parcel 0229-291-46 located in San Bernardino County is General Industrial (GI)[3] and is designated in the City of Fontana General Plan as General Industrial (I-G).[4] The San Bernardino County GP designation for parcel 0229-291-23 located in San Bernardino County is General Industrial (GI) and is designated in the City of Fontana General Plan as Public Utility Corridor (P-UC).

Existing Zoning Classifications

The Zoning classification for parcel 0229-291-54 located in the City of Rancho Cucamonga is Heavy Industrial (HI).[5] The Zoning classification for parcel 0229-291-46 located in the County of San Bernardino is Regional Industrial (IR)[6] and is classified General Industrial (M-2) in the City of Fontana.[7] The Zoning classification for parcel 0229-291-23 located in San Bernardino County is Regional Industrial/Speedway RDA (IR) and is classified in the City of Fontana General Plan as General Industrial (M-2).

Table 3-2: General Plan Designations and Zoning Classifications summarizes the General Plan and Zoning land use zoning designations for each parcel included in the Project. See *Figure 3-3: Existing General Plan Designation*, *Figure 3-4: Existing Zoning Classification* and, *Figure 3-5: Proposed Zoning Classification and General Plan Land Use Designation* for a visual representation of existing and proposed designations and classifications.

[2] City of Rancho Cucamonga. 2020. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed July 2020).
[3] San Bernardino County. 2009. San Bernardino County Land Use Plan General Plan Land Use Zoning Districts. https://cms.sbcounty.gov/Portals/5/Planning/ZoningOverlayMaps/LUZD/FH28A_20090814.pdf (accessed July 2020).
[4] City of Fontana. 2019. General Plan Land Use Map. https://www.fontana.org/DocumentCenter/View/28163/General-Plan-Land-Use-Map---September-10-2019?bidId= (accessed July 2020).
[5] City of Rancho Cucamonga. 2020. My Community mapper. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=7a1b248dd5fd4bc98bc0f9964a61c755 (accessed July 2020).
[6] San Bernardino County. 2020. Public San Bernardino County Parcel Viewer. https://www.arcgis.com/apps/webappviewer/index.html?id=87e70bb9b6994559ba7512792588d57a (accessed July 2020).
[7] City of Fontana. 2019. Zoning District Map. https://www.fontana.org/DocumentCenter/View/30623/Zoning-District-Map (accessed July 2020).

Table 3-2: General Plan Designations and Zoning Classifications

APN/Agency	Existing Zoning Classification	Proposed Zoning Classification	Existing General Plan Designation	Proposed General Plan Designation
0229-291-54 Rancho Cucamonga	Heavy Industrial (HI)/Flood Control/Utility Corridor	Heavy Industrial	Heavy Industrial (HI)	Heavy Industrial
0229-291-46 San Bernardino/City of Fontana SOI	General Industrial (GI)/ General Industrial (M-2)	Heavy Industrial	General Industrial(GI)/ General Industrial (I-G)	Heavy Industrial
0229-291-23 San Bernardino/City of Fontana SOI	General Industrial (GI)/ General Industrial (M-2)	Heavy Industrial	General Industrial (GI)/ Public Utility Corridor (P-UC)	Heavy Industrial

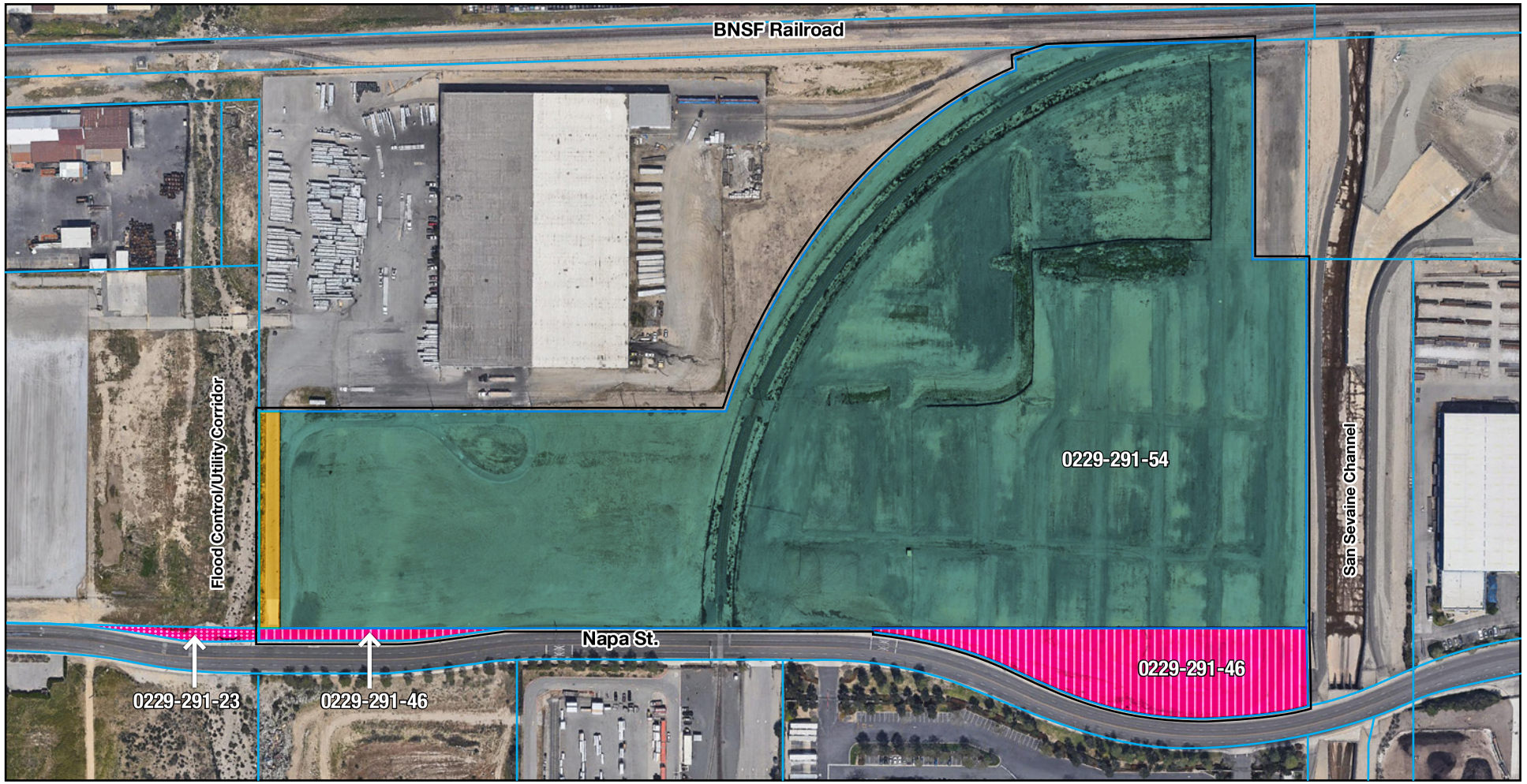
Regional Planning Context

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization (MPO), representing six counties, 191 cities and more than 19 million residents. SCAG is currently the MPO of six of the ten counties in Southern California, serving Imperial County, Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County.

The SCAG Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS or Connect SoCal) in September 2020. The 2020-2045 RTP/SCS includes goals and policies applicable to transportation and land use projects. The Project's consistency with the 2020-2045 RTP/SCS goals and policies are discussed in *Section 4.1, Air Quality, Section 4.11, Transportation,* and in *Section 4.9, Land Use and Planning.*

The City is within the South Coast Air Basin (SoCAB) which is under South Coast Air Quality Management District (SCAQMD) jurisdiction. The SoCAB includes portions of San Bernardino County, Los Angeles County, and Riverside County, and the entirety of Orange County. SCAQMD is the entity responsible for mitigating emissions from stationary, mobile and indirect sources. SCAQMD utilizes a sequence of Air Quality Management Plans (AQMPs) that contain rules and regulations directed at attaining the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Refer to the proposed AQMP discussion within *Section 4.1, Air Quality.*

The Project site is outside the Airport Influence Area (AIA) of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011 to promote compatibility between Ontario International Airport and the land uses that surround it. The City of Rancho Cucamonga adopted policies and Guidelines in the 2010 General Plan in anticipation of the ONT ALUCP to support the efforts of the Plan. *Section 4.7 Hazards and Hazardous Materials* discusses the Project and potential impacts of the Project with the implementation of the ONT ALUCP.



Source: Public San Bernardino County Parcel Viewer, Rancho Cucamonga General Plan Viewer

Legend

- Heavy Industrial (HI)
- General Industrial (GI)-County
- General Industrial (I-G)-City of Fontana
- Public Utility (P-UC)-City of Fontana
- Flood Control/Utility Corridor - Designation Change (not part of Project)
- Project Site

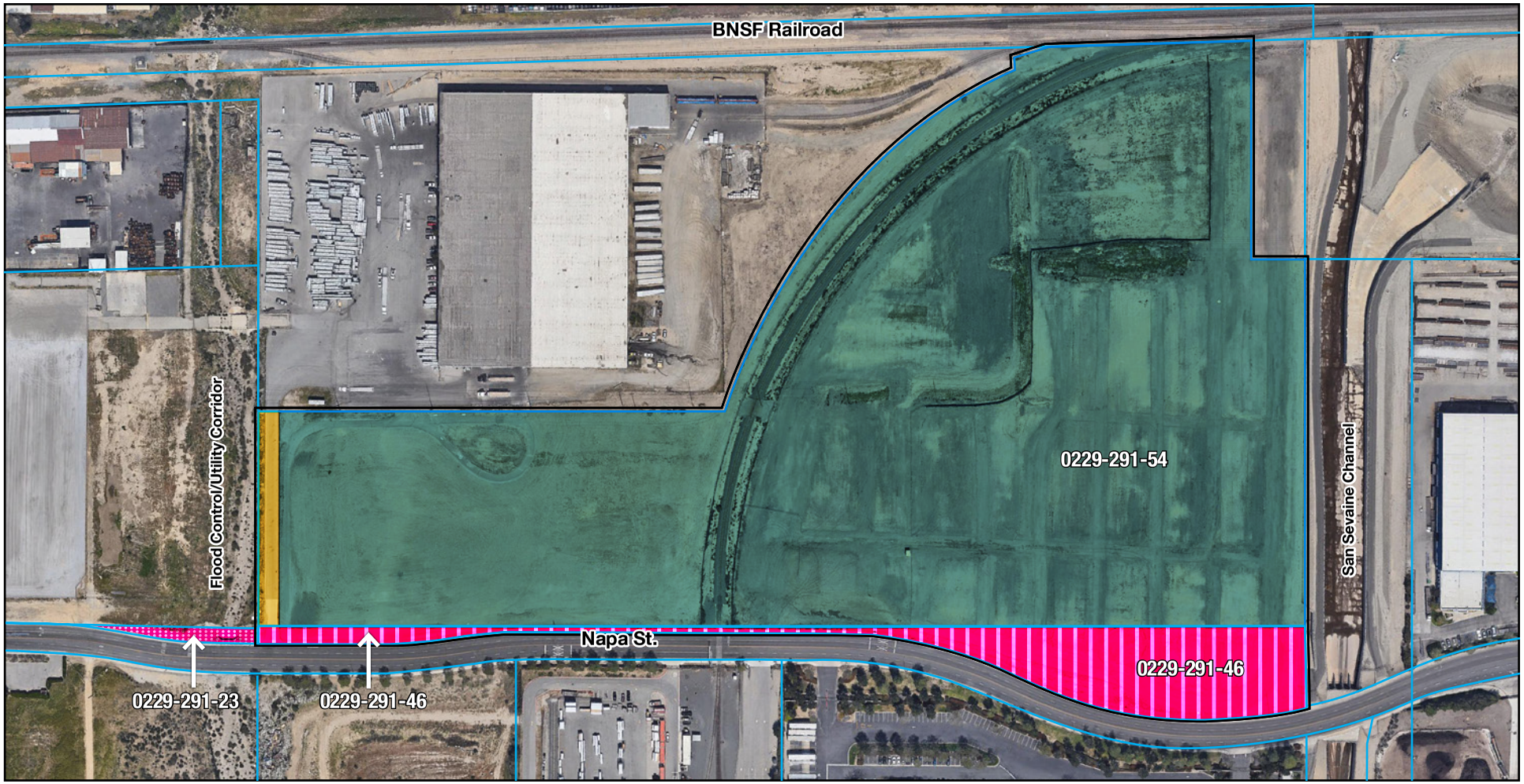
FIGURE 3-3: Existing General Plan Designations

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn



Source: Public San Bernardino County Parcel Viewer, Rancho Cucamonga General Plan Viewer

Legend

- Heavy Industrial (HI)
- Regional Industrial (IR)-County
- General Industrial (M-2)-City of Fontana
- Public Utility (P-UC)-City of Fontana
- Flood Control/Utility Corridor - Designation Change (not part of Project)
- Project Site

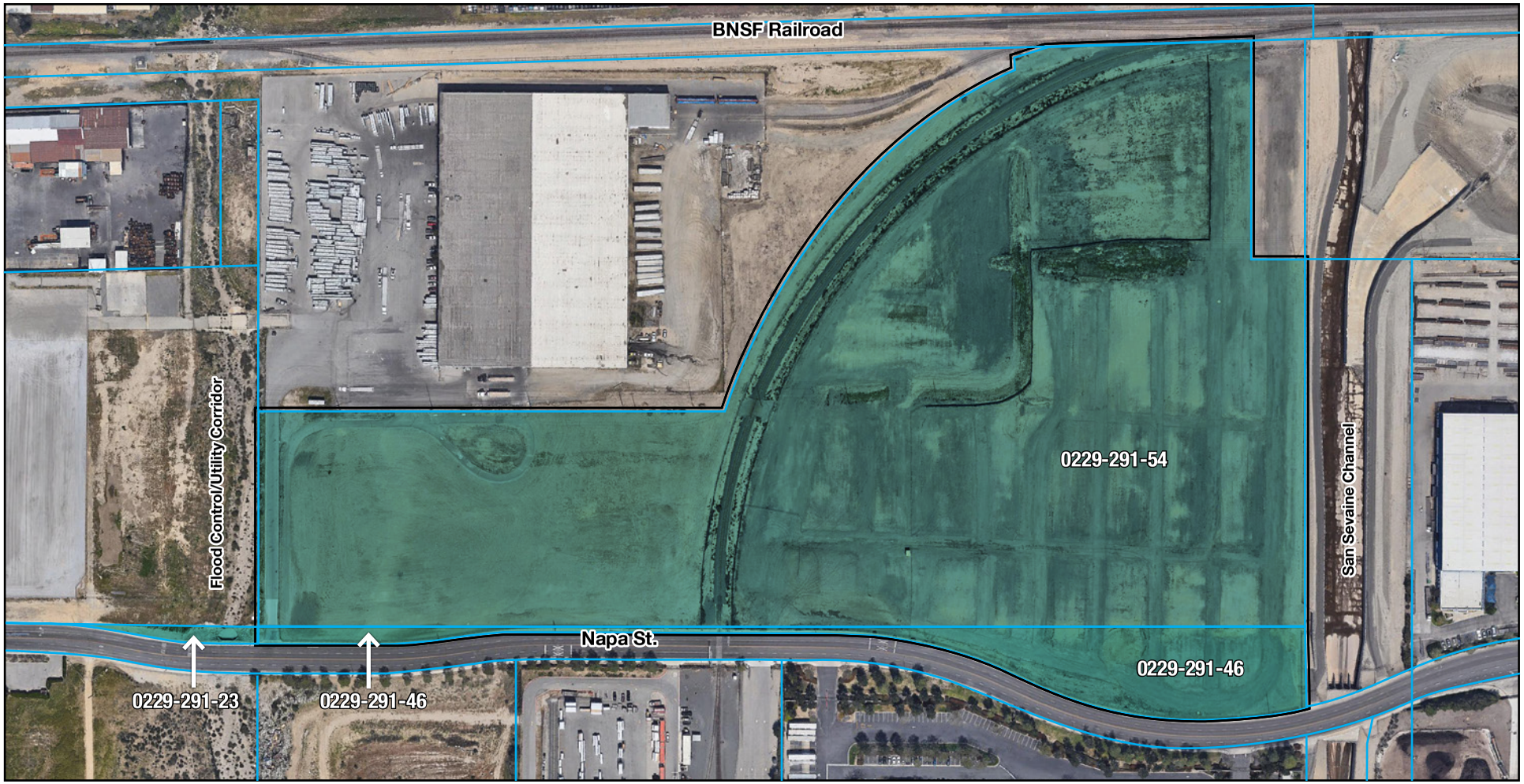
FIGURE 3-4: Existing Zoning Designation

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn



Source: Public San Bernardino County Parcel Viewer, Rancho Cucamonga General Plan Viewer

Legend

- Heavy Industrial (HI)
- Project Site

Project site will be located entirely within the City of Rancho Cucamonga, with a General Plan and zoning designation of HI.

FIGURE 3-5: Proposed Zoning and General Plan Land Use Designation

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Environmental Setting

Topography

The overall site topography generally slopes to the south at a gradient of ±2 percent, excluding the northwest plateau, northeast berm, and the southeast corner of the Project site. The southeast corner slopes gently to north at a gradient of ±2½ percent (SCG 2020). The Project site is largely undeveloped and contains a mixture of exposed soil, asphaltic concrete, and natural vegetation in the form of native grasses and weeds. The Project site is bordered by the San Sevaine Channel on the east and East Etiwanda Creek on the west.

Biology

The Project site includes developed areas (2.01 acres) of which 1.70 acres occurs on-site and 0.30 acre is associated with the off-site improvement areas. These areas are predominantly unvegetated. The Project site includes disturbed habitat (33.69 acres) that contain imported compacted material including gravel and road base. The Project site is approximately 50-percent vegetated with mostly non-native herbaceous ruderal species dominated by shortpod mustard (*Hirschfeldia incana*), Mediterranean schismus (*Schismus barbatus*), annual bursage (*Ambrosia acanthicarpa*), and Russian thistle (*Salsola australis*). Other common species includes doveweed (*Croton setiger*), Maltese star-thistle (*Centaurea melitensis*), cudweed (*Pseudognaphalium sp.*) and golden crownbeard (*Verbesina encelioides*). Until 1959, the westernmost portion of the Project site was part of East Etiwanda Creek. However, through decades of farming, mechanical disturbance and flood control measures, the Project site no longer supports alluvial scrub on-site. No special-status plants were detected at the Project site and none are expected to occur due to a lack of suitable habitat. Refer to *Section 4.4, Biological Resources,* for further discussion.

The Project site includes invertebrates, reptiles, birds, and mammals, the majority of which are common to urban or disturbed areas. Two species of reptiles include the common side-blotched lizard (*Uta stansburiana*) and Great Basin fence lizard (*Sceloporus occidentalis*). Twenty-five bird species are known to use the Project site, none of which are considered special-status species. Three mammal species are known to occur within the Project site, one of which is considered a special-status species, the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). The remaining two mammal species included, desert cottontail (*Sylvilagus audubonii*), and California ground squirrel (*Otospermophilus beecheyi*) and one special-status animal, the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) has occurred at the Project site. Two special-status bird species have a potential to occur on-site (foraging only): golden eagle (*Aquila chrysaetos*), and Swainson's hawk (*Buteo swainsoni*). Refer to *Section l4.4, Biological Resources,* for further discussion.

Hydrology

The Project is located in the Chino Basin in the Middle Santa Ana River Watershed. The Chino Basin is the largest groundwater basin in the Santa Ana River Watershed and has a surface area of approximately 240 square miles. A flood control channel runs along the western portion of the Project site and storm drain discharge points have also been observed. A storm drain outlet which conveys stormwater off-site, is located in southeast portion of the Project site. The topographic gradient of the Project site is to the south-southwest, which may influence groundwater flow.

Seismic Conditions

The Project site is located in an area which is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Project site. However, the Project would be designed pursuant to the 2019 California Building Codes. Research of available maps indicates that the Project site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SoCalGeo did not identify any evidence of faulting during the geotechnical investigation.

Flood Zone Information

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows that the Project site is within flood map number 06071C8634J (effective on 09/26/2014). Based on a review of this map panel, the Project site is located within Zone "X," *Area of Minimal Flood Hazard/Floodway Contained in Channel.* Further, the site is not located in a documented flood plain or floodway, nor within any special flood hazard areas. The flood map notes a jurisdictional boundary running east-west along the southern boundary of the Project site. The flood map includes the East Etiwanda Creek as a hydrologic feature and shows that the hydrologic feature line of the East Etiwanda Creek is closely aligned with the profile baseline. The San Sevaine Channel, directly east of the proposed Project's eastern boundary is labeled as a regulatory floodway and is designated as a FEMA Special Flood Hazard Area.

Hazards and Hazardous Materials

A Phase I Environmental Site Assessment (ESA) investigation found no evidence of recognized environmental conditions in connection with the property. However, the Project site was once part of the former Kaiser Steel facility property. Historical documents available on EnviroStor document contaminants, site characterization, remediation, and ongoing monitoring and inspections associated with residual contamination attributable to historical activities performed at that property. Based on review of available information, no evidence was identified of manufacturing or handling/disposing of hazardous substances on the Project site. A Soil Management Plan shall be prepared to manage off-site reuse or disposal of exported soil from the site. Refer to *Section 4.7, Hazards and Hazardous Materials,* for further discussion.

3.5 Proposed Project and Alternate Project

Proposed Project

The two proposed warehouse buildings would comprise approximately 43 percent of the total proposed Project site area. In total, the two buildings would comprise 655,878 sf of building area on the proposed Project site. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. *Table 3-3: Project Building Summary,* provides a summary of the two proposed buildings included in the Project. The Project applicant expects that the two buildings would be occupied by warehouse distribution uses.

Table 3-3: Project Building Summary

Building	Typical Height (feet)	Warehouses (sf)	Office (sf)	Total (sf)
Building A	46	490,648	10,000	500,648
Building B	38	145,230	10,000	155,230
				655,878
Source: HPA Architecture, 2021				

The Project would also provide 383 parking stalls surrounding the two proposed buildings. Of the 383 parking stalls, 332 would provide parking for standard vehicles, 13 would provide parking for handicap accessibility, 38 would provide parking for clean air vehicles, and 107 have been designed as trailer stalls. The proposed Project would provide 103 more standard vehicle stalls, and 8 more trailer stalls than is required for a project of this size and intensity. The Project would provide 28 bicycle spaces, 8 short term spaces, and 20 long term spaces as required by the City's Development Code. The site plan is provided as *Figure 3-6: Site Plan*.

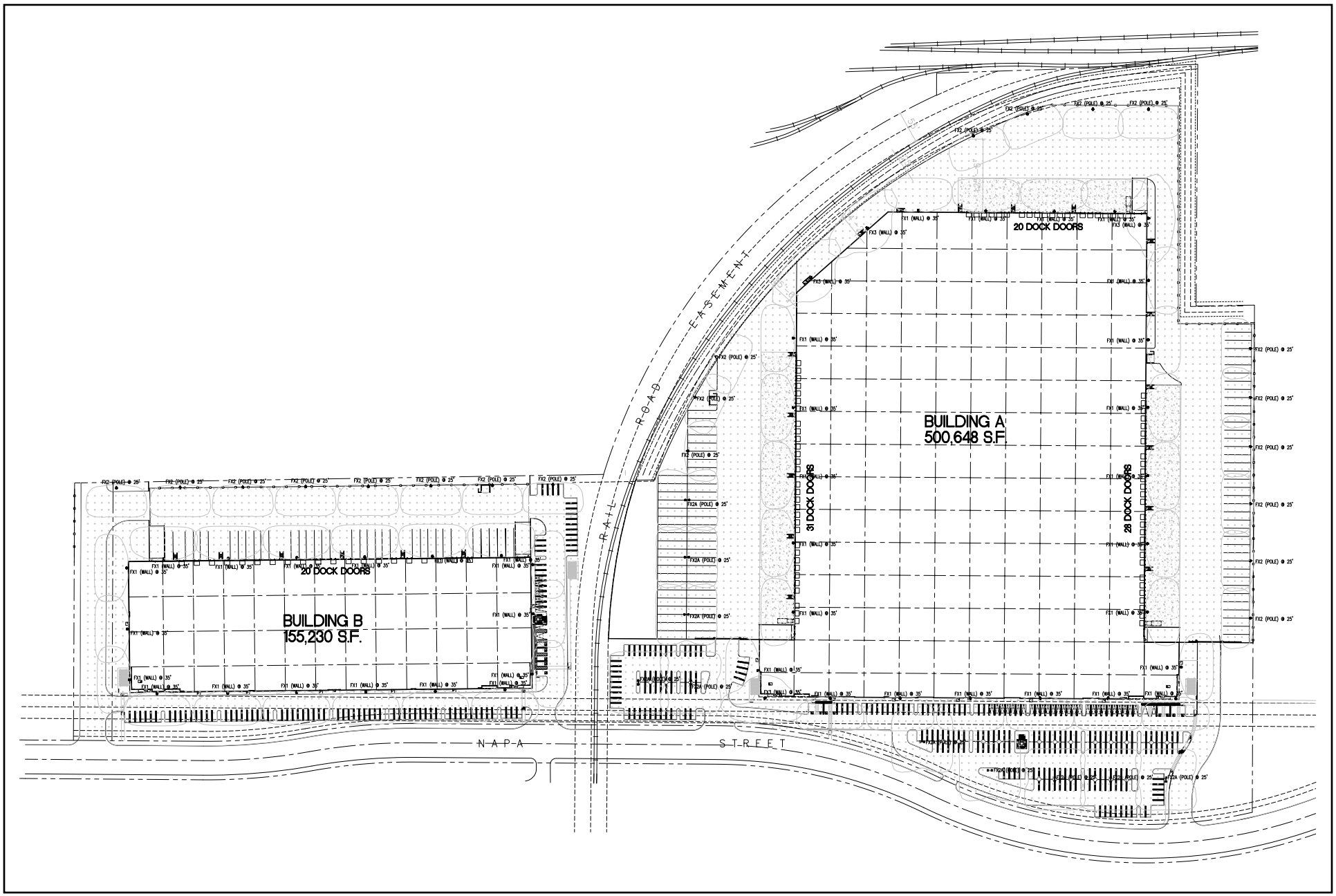
Building Design

Building A would have a typical height of 46 feet and Building B would have a typical height of 38 feet, with a maximum height not to exceed 58'-6" for Building A and 50'-6" for Building B. Building exteriors would be articulated with varying depths of recesses with windows along all elevations. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with a decorative paint feature in the recesses along the front elevations of Building A and B. *Figure 3-8: Building Design and Elevations*, shows the conceptual design, architecture, height and scale as seen from different directions.

Landscaping

Proposed on-site landscaping would cover approximately 8.3 percent or 97,025 sf of the site for Building A and approximately 10.7 percent or 36,793 sf of the site for Building B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040, which specifies landscape design guidelines for industrial districts.

An MWD water line and easement traverse the property generally parallel to the front southern property line of the Project site, along Napa Street. The distance varies from approximately 18 ft to 175 ft from the face of curb along Napa Street due to the curvilinear nature of the street. The parking area has been designed to be generally in this area as landscaping will be limited within the easement area due to MWD's requirements to limit the type and quantities of landscaping materials permitted over any infrastructure within the easement area. This requirement would reduce the permitted landscaping materials allowed to enhance the front elevation of the buildings. Additional plantings will be enhanced where appropriate to replace the lack of landscaping in the easement area.



Graphic not to scale. For illustration purposes only.

FIGURE 3-6: Site Plan

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Other Improvements

The two proposed warehouse buildings would have other associated elements typical of similar projects. Within the structures there would be approximately 10,000 sf of office and mezzanine areas at the southern corners of each building to allow for multiple tenants or for flexibility in the floorplans for building layout. This area would include guest seating and lobby areas. An employee patio or break area would be located outside each office/mezzanine area for use by associates. Walkways accessing this area would be compliant with Americans with Disabilities Act (ADA) requirements. The interior roadway around the rear of the buildings would be gated to limit access to the adjacent docking and trailer stalls. Trash enclosures would be located adjacent to each building.

Existing Access and Roadway Improvements

There is one existing improved access point to the Project site, located on the northwest portion of the Project site and immediately east of East Etiwanda Creek. This existing access, which serves as a driveway to Aguilar Trucking, Inc. located north of the Project site at 8939 Etiwanda Ave. (APN 0229-291-55), would be modified for the Project, with specific modifications dependent on the development scenario constructed. There are two existing driveway approaches west of the existing spur line and two existing driveway approaches east of the spur line that provide access to the site. Access is limited to unimproved dirt roads that are used for temporary parking areas to accommodate overflow parking on the site for the Autoclub Speedway.

Circulation Improvements

The Project would create vehicular access points to the Project site by developing four Project driveways, all along Napa Street. In addition, a new public street would be constructed, just west of Building B and east of East Etiwanda Creek. The new public street would replace the existing driveway access from Napa Street to Aguilar Trucking, Inc. (APN 0229-291-55) and would include two additional driveway entrances to the Project site for accessing Building B.

This new road would be the primary access point for the Aguilar Trucking, Inc. (APN 0229-291-55) property located just north of Building B and would serve as a future extension of a roadway network that would connect to a future east/west road. This future east/west road would run just south of the Metrolink rail line and connect to Etiwanda Avenue, consistent with the new circulation pattern proposed as part of the General Plan Update, currently underway. All entrances to the Project site would be unsignalized.

Alternate Project

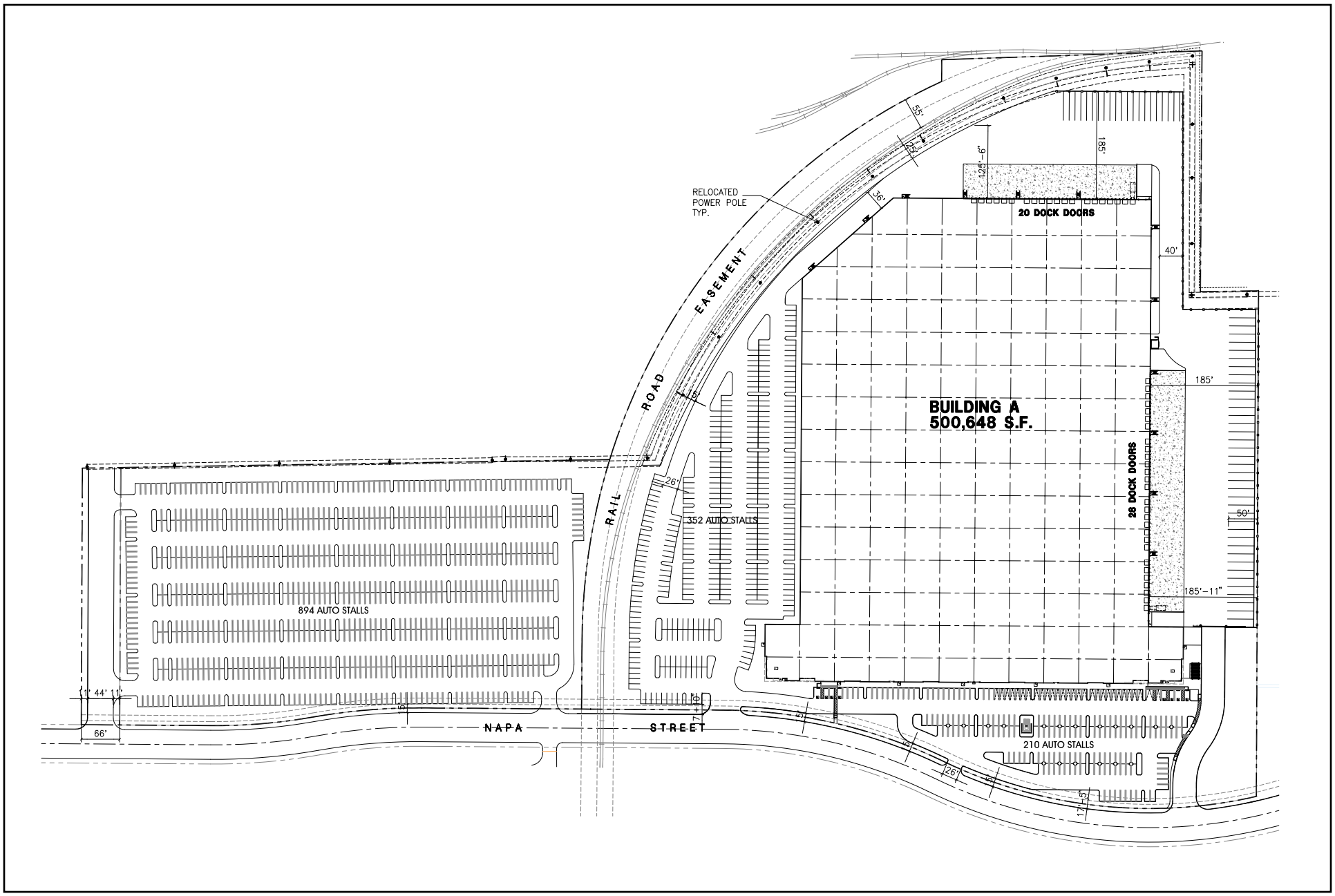
As discussed above, the Project applicant is pursuing the proposed Project on a speculative basis and therefore, the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) with a single building was analyzed for the purpose of informed decision making. The site would be developed with the single 500,648 sf building (approximately 33 percent of the total proposed Project site area) with the remainder of the site developed with parking to support the E-Commerce use.

Should the single building be occupied for fulfillment center use, the truck court/loading area on the west side of the Building A and the footprint of Building B, would instead be used for up to 1,246 automobile parking spaces with a total number of 1,456 standard automobile parking spaces for the entire site for

employees and guest. The Alternate Project site plan is provided as *Figure 3-7: Alternate Project Site Plan*. Regardless of the occupant(s), the building is expected to operate 24 hours a day, seven days a week. *Table 3-4: Alternate Project Building Summary*, provides a summary of the single proposed building uses.

Table 3-4: Alternate Project Building Summary

Building	Warehouse (sf)	Office (sf)	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
				Required	Provided	Required	Provided
Building A	490,648	10,000	500,648	183	1,456	48	59
Source: HPA Architecture, 2021							



Graphic not to scale. For illustration purposes only.

FIGURE 3-7: Site Plan - Alternate Project Site Plan

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Building Design

The single building for the Alternate Project would maintain a typical height of 46 feet with a maximum height not to exceed 58'-6". The number of dock doors would be reduced on the west side of the building compared to the Project, and the elevation of the single building would include additional articulation along this western elevation. The remaining building elevations would be articulated with varying depths of recesses with windows. The paint scheme includes a variable grey and white paint scheme to minimize the bulk and scale of the building with a decorative paint feature in the recesses along the front elevations of the building. *Figure 3-8: Building Design and Elevations*, shows the conceptual design, architecture, height and scale as seen from different directions.

Landscaping

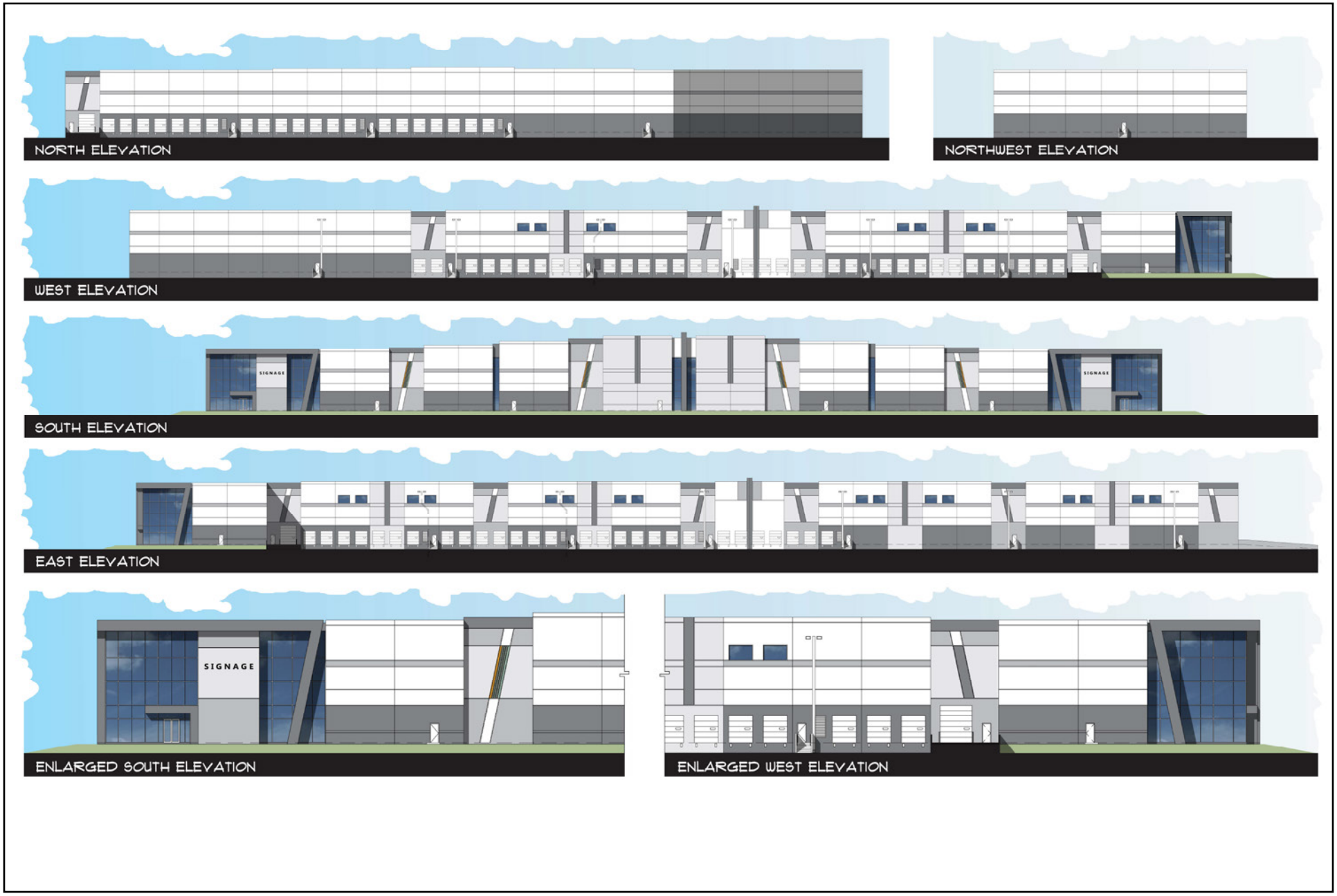
Proposed on-site landscaping would cover approximately 11.6 percent or 178,650 sf of the site. Landscaping would be installed in all areas not devoted to buildings, parking, traffic and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040 which specifies landscape design guidelines for industrial districts.

Other Improvements

The single building would have other associated elements typical of similar projects. Within the structure there would be approximately 10,000 sf of office and mezzanine area at the southern corner of the building to allow for flexibility in the floorplans. This area would include guest seating and lobby areas. An employee patio or break area would be located outside the office/mezzanine area for use by associates. Walkways accessing this area would be compliance with ADA requirements. The interior roadway around the rear of the building would be gated to limit access to the adjacent docking and trailer stalls and a trash enclosure would be located adjacent to the building. The parking areas on both parcels would be improved with landscaping, perimeter walls, and lighting.

Circulation Improvements

The Alternate Project would generally create the same additional vehicular access to the Project site by developing four Project driveways, all along Napa Street with the addition of the new public street constructed just west of the proposed parking lot located on the western portion of the site and just east of East Etiwanda Creek. The new public street would replace the existing driveway access from Napa Street to Aguilar Trucking, Inc. (APN 0229-291-55) and would include two additional driveway entrances to the Project site for access to the parking lot from the west end of the Project site. This new road would be the primary access point for the property located just north of the parking lot and would serve as a future extension of a roadway network that would connect to a future east/west road, as described under the Project above. All entrances to the Project site would be unsignalized.



Graphic not to scale. For illustration purposes only.

FIGURE 3-8: Building Design and Elevations
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

Grading and Utilities

The following describes grading and utility work to be completed for the Project.

The Project site is relatively flat but would require grading to achieve the needed slopes and contour to facilitate building design and connections to existing utilities. The Project site generally slopes 0 to 9 percent. The Project site would maintain the same general drainage pattern and would be graded to conduct runoff to the new drainage facilities that would be constructed as part of the Project. It is anticipated that the site would be graded to balance on-site, eliminating the need for off-site soils hauling. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel. Additionally, a 12-foot diameter MWD water supply line is located north of Napa Street, near the Project's southern property line.

An existing railroad easement and spur line is present along the northern boundary of the Project site extending from the northeast corner of the property to the center of the property. The easement then extends southward crossing through the center of the site in the north-south direction. No changes to this railroad easement would occur.

Overhead SCE powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site. The overhead powerlines would be relocated from their existing location. The applicant would work with SCE to tie into, relocate, and extend services into the site as required. The lines would run south along the east side of the existing spur line through the proposed parking area of Building A to Napa Street. The overhead powerlines would continue east along the street frontage of Napa Street to the San Sevaine Channel. The overhead powerlines would then follow the property line north along the channel and continue easterly. See *Figure 4.13-1: Building A Rendering-Westward View* in *Section 4.13, Utilities and Service Systems*.

Site Utilities/Infrastructure

The Project site is minimally served by water, power, and natural gas. The Project site would tie into existing utility lines within the existing roadways and right-of-ways adjacent to the site. The Project applicant would work with the water supplier to access and tie into an existing line and extend services into the Project site. This would include conformance with the MWD *Guidelines for Improvements and Construction Project Proposed in the Area of Metropolitan's Facilities and Rights-of-Way*. Similarly, stormwater runoff would be captured and controlled on-site and released to the existing stormwater drainage facilities. The Project will be required to connect to the following utilities:

- Domestic and recycled water supply and distribution (Fontana Water Company [FWC])
- Wastewater facilities (Inland Empire Utilities Agency [IEUA])
- Electricity (Southern California Edison [SCE])
- Rancho Cucamonga Municipal Utility (RCMU)
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (Charter Communications and Frontier Communications)
- Solid waste (Burrtec)

Project Phasing/Construction

The Project site is generally vacant, with a rail spur line that traverses the site, and therefore construction would not include the demolition of any structures. Under either development scenario, the Project proposes the relocation of 11 existing power poles that currently traverse the northern portion of the Project site. Construction of the proposed Project is expected to commence in 2021 with a construction duration of approximately 10 months and would be completed in one phase with buildout in 2022. New construction would include: (1) grading/removal of concrete, (2) building construction, (3) paving, (4) architectural coating, (5) landscaping, and the applicable off-site improvements conditioned by the City.

3.6 Approvals Requested as Part of the Project

The City is the Lead Agency under CEQA and is responsible for reviewing and certifying the adequacy of the EIR for the Project. Prior to development of the Project, discretionary permits and approvals must be obtained from local, state and federal agencies, as listed below. It is expected that these agencies, at a minimum, would consider the data and analyses contained in this EIR when making their permit determinations. The proposed Project consists of applications for a GPA DRC 2020-00184, Annexation DRC 2020-00185, a Pre-Zone DRC 2020-00186, a Design Review DRC 2020-00177, a Tentative Parcel Map (TPM 20251), and a Uniform Sign Program DRC 2020-00178. Each are discussed in additional detail below.

General Plan Amendment (DRC 2020-00184): The proposed Project would require a GPA to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation, consistent with the HI land use designation to the north within the City of Rancho Cucamonga limits. The GPA will amend the Flood Control/Utility Corridor designation along the west boundary of the parcel APN Parcel 0229-291-54 along the East Etiwanda Creek to Heavy Industrial. Additionally, the GPA will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1, generally over the Project site from these figures in the City of Rancho Cucamonga 2010 General Plan. In addition, the GPA would also address necessary text amendments to the City's General Plan including the Community Service Element of the City's General Plan.

Annexation (DRC 2020-00185): The proposed annexation and boundary amendment/SOI amendment of a portion of parcel 0229-291-23 (approximately 0.69 acre) the adjacent property to the west (not a part of the development project and analyzed in this EIR for annexation only) and of parcel 0229-291-46 (approximately 2.9 acres) located entirely within the County of San Bernardino and the City of Fontana SOI. The Project includes a request to annex the half width of Napa Street that extends along the centerline of Napa Street from San Sevaine Channel to Etiwanda Avenue. The City of Rancho Cucamonga City boundary will increase in size by the area annexed (approximately 4.8 acres total) and the City of Fontana's SOI would decrease in size by the equal amount. The proposed annexation and boundary amendment/SOI amendment would require approval by San Bernardino LAFCO.

Pre-zone (DRC 2020-00186): The Project would require a Pre-zone to designate a portion of parcel 0229-291-23 (not a part of the development project and analyzed in this EIR for annexation only) and all of parcel 0229-291-46 in the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) land use designation, consistent

with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits. The parcels/or portions thereof are currently designated General Industrial (M-2) on the City of Fontana Zoning Map and Speedway RDA/Regional Industrial (IR) in the County of San Bernardino General Plan Land Use Map.

Design Review (DRC-2020-00177): The Design Review of the proposed site plan and architectural design for the development of two warehouse buildings on a combined 35.38-acre (1,541,166 sf) site with parking and landscaping improvements (Project). As the Project is being developed for a speculative end-user and the future occupant(s) of the Project are unknown at this time, an alternative site plan for the potential E-Commerce use has been included and is evaluated in the EIR for potential impacts (Alternate Project). A new Design Review application will be required by the City for approval of the E-Commerce use.

Uniform Sign Program (DRC 2020-00178): The proposed Project includes the review of a Uniform Sign Program which governs the design and construction of all planned and future signs at the proposed Project.

Tentative Parcel Map (SUB TPM20251): The proposed Tentative Parcel Map (TPM) would include a request to consolidate two existing parcels APN 0229-291-54 (approximately 32.83 acres) and 0229-291-46 (approximately 2.9 acres) to create two new parcels for the development Project. The TPM would create the two lots with a parcel of approximately 26.44 acres in size for Building A. The second parcel of approximately 8.94 acres in size, would be used for Building B for the Project, or a parking lot as shown on the Alternate Project site plan.

Other permits required for the Project may include but are not limited to the following: issuance of encroachment permits for driveways, sidewalks, and utilities; security and parking area lighting; demolition permits; building permits; grading permits; tenant improvement permits; and permits for new utility connections.

Development Agreement (DRC 2021-00175): The Project includes a Development Agreement, which would confirm (1) the development will apply to the development standards existing at the time of the project application, (2) confirm the required off-site improvements or payment of in lieu fees, and (3) confirm an in-lieu payment in lieu of undergrounding transmission poles. None of the Development Agreement components would result in physical impacts.

Water Quality Management Plan: The Water Quality Management Plan (WQMP) for the proposed Project would comply with the policies presented in the City's municipal code. The WQMP also includes best practices intended to reduce potential impacts to the City's stormwater conveyance system due to the proposed Project's stormwater discharge. The statutes and best practices presented in the WQMP would apply in the construction phase of the proposed Project and throughout the duration of its operation.

County of San Bernardino Local Agency Formation Commission: A jurisdictional boundary change and annexation of the Project annexation area (a portion of parcel 0229 291-23 [not a part of the development project and analyzed in this EIR for annexation only] and all of parcel 0229-291-46) not currently within the City into the City of Rancho Cucamonga is proposed and would be processed through the San Bernardino County LAFCO. Upon approval, the Project area would be under the jurisdiction of the City of Rancho Cucamonga and would be regulated by the City's General Plan and Municipal Code. Specifically,

the area would be detached from county services and would annex to the Special Districts within the City of Rancho Cucamonga. The Project area is served by the FWC, MWD, and the IEUA.

The San Bernardino County LAFCO will consider several factors when evaluating impacts associated with annexation. Factors include the existing and proposed boundaries of the annexation area, the fiscal impacts of the annexation on the affected jurisdictions and special districts impacts to the service capabilities and rations within the surrounding the annexation area. The County's LAFCO will make the determination upon LAFCO approval or denial as to whether or not the boundaries of the proposed annexation area are logical and consistent with orderly progression of growth with the County.

The annexation boundary includes parcel 0229-291-46 of approximately 2.9 acres in size that is part of the development proposal and in an effort to create a logical boundary line, includes a portion of parcel 0229-291-23 (approximately 0.69 acre of the 61.88 acre site), located to the west (not a part of the development project and analyzed in this EIR for annexation only) of the Project. The annexation request for the Project, would extend the City boundary from the current boundary line from the San Sevaine Channel, along the centerline of Napa Street, to Etiwanda Avenue. The total area to be annexed from the center line of Napa Street including the 2.9 acre parcel APN 0229-291-46, approximately 0.69 acre portion of APN 0229-291-23, and the area of right of way, is approximately 4.8 acres total.

LAFCO will consider the annexation of the subject parcels as described above, the reduction of the City of Fontana's SOI by 4.8 acres and the expansion of the City of Rancho Cucamonga's city boundary by 4.8 acres.

The City provides a full range of public services including police, fire and other related emergency/non-emergency service, public works, community services, planning services, library services, and general governments. The Project impacts are further discussed in *Sections 4.1* through *4.13* of this EIR. The Project is required to pay all required impact fees as adopted by City Ordinance and the Project would contribute to annual revenues to the Rancho Cucamonga Fire Protection District from property taxes. The Project would be required to comply with all applicable LAFCO requirements related to the annexation process and the discussion contained in the EIR would serve to address the evaluation necessary for the boundary amendments and land annexation.

3.7 Project Objectives

The proposed Project would increase the City's production capacity and further fortify the economic base of the City. The proposed Project's development will also revitalize a portion of the City with new industry and production. The proposed Project was developed to accomplish the following objectives:

Objective 1: Develop the site with improved infrastructure, landscaping, storm drain, and warehouses.

Objective 2: Implement the City's desire to create revenue-generating uses.

Objective 3: Implement the City's desire to stimulate employment and respond to current market opportunities.

Objective 4: Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies.

Objective 5: Facilitate quality development that diversifies the City's industrial sector.

Objective 6: Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP.

Objective 7: Provide new development that will provide a stable and diverse economic fiscal opportunity to increase the City tax base.

Objective 8: Provide additional temporary and permanent employment opportunities.

Objective 9: Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of nearby transportation corridors.

3.8 Required Agency Approvals

Section 15124 (d) of the State CEQA Guidelines requires that an EIR project description include a list of permits and other approvals required to implement a proposed project, the agencies expected to use the EIR in their decision-making, and related environmental review and consultation requirements. The anticipated approvals required to implement the Project are identified below in *Table 3-5: Agency Approvals for the Proposed Project*, by agency:

Table 3-5: Agency Approvals for the Proposed Project

Agency	Approval/Permit
California Department of Fish and Wildlife (CDFW)	• Approval of a streambed authorization agreements pursuant to Section 1602 of the California Fish and Game Code if impacting streambed. No impacts have been identified. • Approval of incidental take permit (s) pursuant to Section 2081 (b) of the California Fish and Game Code, if required. No impacts have been identified.
City of Fontana	• Reorganization of SOI, coordination of any other permits required.
City of Rancho Cucamonga	• Final EIR Certification • General Plan Amendment • Annexation • Pre-Zone • Development Agreement • Tentative Parcel Map • Building Plans/Permits • Grading Plans/Permits • Certificates of Occupancy • Infrastructure Plans/Permits • Local Jurisdiction Encroachment Permit • Landscape Plan • Drainage Plan • Water and Sewer Plan • Site Development Plan • Water Quality Management Plan

Agency	Approval/Permit
County of San Bernardino	• Approval of reorganization of boundary.
Inland Empire Utilities Agency (IEUA)	• Approval of agreement for water and sewer facilities.
Local Agency Formation Commission for San Bernardino (LAFCO)	• Approval of a reorganization including: ▪ Annexation of approximately 4.8 acres into the City of Rancho Cucamonga from Unincorporated County of San Bernardino and City of Fontana SOI. ▪ Sphere of Influence Amendment for the City of Fontana. ▪ Boundary amendment for the City of Rancho Cucamonga
Metropolitan Water District (MWD)	• Approval and construction over existing MWD easement.
Rancho Cucamonga Municipal Utility (RCMU)	• Approval of Line Extension Agreement for electric service and Fiber to the Premise (FTTP).
Regional Water Quality Control Board (RWQCB)	• National Pollutant Discharge Elimination System Permit. • Approval of a Water Quality Certification under Section 401 of the Clean Water Act (If necessary).
San Bernardino County Flood Control District	• Approval of modifications to existing drainage facilities.
South Coast Air District	• Dust Control Plan, and other permits as necessary.
Southern California Edison (SCE)	• Relocation of transmission poles.
United States Fish and Wildlife Service (USFWS)	• Endangered Species Act (No Consultation is necessary/No impact).
United States Army Corps of Engineers (USACOE)	• Approval of permits under Section 404 of the Clean Water Act to alter Waters of the United States (if necessary). • Approval of permits under Section 408 through the Civil Works program for the alteration of a Civil Works project (if necessary).

3.9 Required Permits

Permits may be required for the Project include:

- Encroachment permits for driveways, sidewalks, and utilities
- Demolition permits
- Building permits
- Grading permits
- Tenant Improvement Permits
- New utility connections

4.0

ENVIRONMENTAL IMPACT ANALYSIS

4.0 ENVIRONMENTAL IMPACT ANALYSIS

Organized by environmental resource category, *Section 4.0, Environmental Impact Analysis*, provides an integrated discussion of the affected environment, including regulatory and environmental settings and environmental impacts and mitigation measures, which reduce or avoid potentially significant impacts associated with implementation of the Project.

Additional analysis and other required chapters under the California Environmental Quality Act (CEQA) are provided in *Section 5.0, Other CEQA Considerations*, which discusses mandatory findings of significance and other required CEQA topics, *Section 6.0, Alternatives to the Project* which describes and discusses the impacts associated with three alternatives to the Project, and *Section 7.0, Effects Found Not to Be Significant* which discusses topics determined in the Initial Study to be less than significant or have no impact.

4.1 Section Content and Definition of Terms

The environmental setting, impacts, and mitigation measures related to each environmental impact area are described in *Sections 4.1* through *4.13*. *Section 4.0* is organized into the following environmental topic areas:

- Section 4.1 Air Quality
- Section 4.2 Biological Resources
- Section 4.3 Cultural Resources
- Section 4.4 Energy
- Section 4.5 Geology and Soils
- Section 4.6 Greenhouse Gas Emissions
- Section 4.7 Hazards and Hazardous Materials
- Section 4.8 Hydrology and Water Quality
- Section 4.9 Land Use and Planning
- Section 4.10 Noise
- Section 4.11 Transportation
- Section 4.12 Tribal Cultural Resources
- Section 4.13 Utilities and Services

The following environmental topics are not discussed in detail in this Environmental Impact Report (EIR), but were discussed in an Initial Study where impacts were determined to be less than significant or no impact: Aesthetics, Agriculture and Forestry Resources, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildfire. After receiving comments on the Notice of Preparation (NOP), further evaluation of Utilities and Service Systems was determined necessary for a full discussion in the Draft EIR. See the Initial Study in *Appendix I* and *Section 7.0, Effects Found Not to Be Significant* for detailed information.

Each potentially significant environmental issue area is addressed in a separate EIR Section (4.1 through 4.13) and is organized into the following Subsections:

- **"Environmental Setting"** provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the "affected environment").
- **"Regulatory Setting"** identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable City of Rancho Cucamonga General Plan and Municipal Code.
- **"Standards of Significance"** provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of Federal, state, and local agencies.
- **"Project Impacts and Mitigation"** are listed numerically and sequentially throughout each section. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state and federal regulation and laws.
- **"Cumulative Impacts"** identifies potential environmental impacts of past, present and reasonably foreseeable future projects, in combination with the Project.

"Mitigation Measures" are recommended where feasible to avoid, minimize, offset, or otherwise compensate for significant and potentially significant impacts of the Project, in accordance with the CEQA Guidelines Section 15126.4. Each mitigation measure is identified by resource area, numerically, and sequentially. For example, mitigation measures in *Section 4.1, Air Quality*, are numbered MM AQ-1, AQ-2, AQ-3, and so on. Pursuant to CEQA, the EIR provides a brief discussion of potential significant impacts of a given mitigation measure, if applicable.

The level of impact of the Project is determined by comparing estimated effects with baseline conditions, in light of the thresholds of significance identified in the EIR. Under CEQA, the existing environmental setting normally represents baseline conditions against which impacts are compared to determine significance. The environmental baseline is typically set as the date of NOP publication.

Further, CEQA Guidelines Section 15125: Environmental Setting states:

(a) An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. The purpose of this requirement is

to give the public and decision-makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.

(1) Generally, the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. Where existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record.

Project component-specific analyses are conducted to evaluate each potential impact on the existing environment. This assessment also specifies why impacts are found to be significant, potentially significant, or less than significant, or why there is no environmental impact.

CEQA Guidelines Section 15382 and Public Resources Code (PRC) Section 21068 define a significant effect on the environment as a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." A potentially significant effect is one that, if it were to occur, would be considered a significant impact; however, the occurrence of the impact is uncertain. PRC Section 21100(b)(3) states that mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy, shall be included in the EIR. Subsection (d) of PRC Section 21100 adds that for the purposes of this section (PRC Section 21100), any significant effect on the environment shall be limited to substantial, or potentially substantial, adverse changes in physical conditions which exist within the area as defined in PRC Section 21060.5. Therefore, a "potentially significant" effect and "significant" effect are treated the same under CEQA in terms of procedural requirements and the need to identify feasible mitigation. CEQA Guidelines Section 15364 and PRC Section 21061.1 states that "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors. A mitigation measure is determined to be feasible if it would avoid or substantially lessen a significant effect on a resource (PRC Section 21082.3). A "less than significant" impact is one that would not result in a substantial adverse change in the physical environment (applicable significance thresholds would not be exceeded in consideration of PDFs and existing laws, ordinances, standards or regulations).

Both direct and indirect effects of the Project are evaluated for each environmental resource area (CEQA Guidelines Section 15126.2 and PRC Section 21065.3). Direct effects are those that are caused by the action and occur at the same time and place. Indirect effects are reasonably foreseeable consequences that may occur at a later time or at a distance that is removed from the Project area, such

as growth-inducing effects and other effects related to changes in land use patterns, population density, or growth rate, and related effects on the physical environment.

Cumulative impacts are discussed below and throughout *Section 4.0*, at the end of each individual resource section.

There are no mitigation measures proposed when there is no impact, or the impact is determined to be "less than significant" prior to mitigation (CEQA Guidelines Section 15126.4(a)(3)). Where sufficient feasible mitigation is not available to reduce impacts to a less than significant level, the impacts are identified as remaining "significant and unavoidable."

4.2 Cumulative Impacts Analysis

In addition to the Project-specific impacts, the environmental analysis within this EIR identifies the potential environmental effects associated with cumulative development. CEQA Guidelines Section 15130 requires this EIR to analyze the cumulative impacts of the Project in conjunction with other developments that affect or could affect the Project area. Furthermore, CEQA requires that the cumulative impacts must reflect the level of significance of each impact and their likelihood of occurring. However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the Project. In accordance to CEQA Guidelines Section 15355:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact associated with the Project's impact is not significant, Section 15130(a)(2) of the CEQA Guidelines requires a brief discussion indicating why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if the Project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant. Furthermore, CEQA recognizes that although a detailed analysis of cumulative impacts in conjunction with project-related impacts isn't necessary, the discussion should "be guided by the standards of practicality and reasonableness" (CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable.

For purposes of this EIR, the proposed Project would cause a cumulatively considerable and therefore significant cumulative impact if:

- The cumulative effects of other past, current, and probable future projects without the Project are not significant and the Project's incremental impact is substantial enough, when added to the cumulative effects, to result in a significant impact.

- The cumulative effects of other past, current, and probable future projects without the Project are already significant and the Project would result in a cumulatively considerable contribution to the already significant effect. The standards used herein to determine whether the contribution is cumulatively considerable include the existing baseline environmental conditions, and whether the Project would cause a substantial increase in impacts, or otherwise exceed an established threshold of significance.

The approach and geographic scope of the cumulative impact evaluation vary depending on the environmental topic area being analyzed. The individual "Cumulative Impacts" subsections within each environmental topic present impacts and mitigation measures for the proposed Project. Each section of the Draft EIR begins with a summary of the approach and the geographic area relevant to that environmental topic area. For most environmental topic areas, the list approach is used. The list of potentially relevant projects as well as methodology and relevant planning documents are discussed in each impact section's discussion of "Cumulative Impacts."

The cumulative analysis must be in sufficient detail to be useful to the decision-maker in deciding whether, or how, to alter the Project to lessen cumulative impacts. *Table 4-1, Cumulative Projects List* provides a list of projects that were used in assessing the potential for cumulative impacts from the proposed Project. Most of the projects included in the cumulative analysis are undergoing, or will be required to undergo, their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. This discussion, found at the end of each impact section, provides an analysis of overall cumulative effects of the Project taken together with other past, present, and reasonably foreseeable probable future projects.

Geographic Scope

With respect to this EIR analysis, cumulative effects can generally be geographically classified as localized, site-specific resource issues, regional, watershed level resource issues and global resource issues. At the localized, site-specific resource scale, the Project's cumulative impacts have been analyzed for all 13 resource topics.

Each of the cumulative impact categories (EIR *Section 4.0*) is analyzed and regulated by different agencies and associated regulatory or policy documents, in order to best protect the resource in question. The analysis of cumulative effects considers a number of variables, including geographic (spatial) limits, time (temporal) limits, and the characteristics of the resource being evaluated. The geographic scope of each analysis is based on the topography surrounding the Project site and the natural boundaries of the resource affected, rather than jurisdictional boundaries. The geographic scope of cumulative effects will often extend beyond the scope of the direct effects, but not beyond the scope of the direct and indirect effects of the proposed Project. The EIR addresses the Project's potentially significant impacts, recommends Project-specific mitigation measures, and then also identifies existing or recommended measures to address potential cumulative impacts.

Project Approach

There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a "list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those project outside the control of the agency, …" (CEQA Guidelines Section 15130(b)(1)(A)). The other is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect" (CEQA Guidelines Section 15130(b)(1)(B)).

This EIR uses the list-based approach to provide a tangible understanding and context for analyzing the cumulative effects of a project. *Table 4-1, Cumulative Projects List*, provides information pertaining to relevant projects within Rancho Cucamonga that are in the vicinity of the Project site. The City of Rancho Cucamonga General Plan and other planning documents (such as recent City of Rancho Cucamonga CEQA documents, and the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy Program EIR) were used as additional reference points in establishing the cumulative scenario for the analysis. Taken together, the projects identified in *Table 4-1* provide context as to the nature of potential cumulative projects, and the previous CEQA documents provide further context as to cumulative impacts considered for prior projects. The intent of the cumulative impact discussions is to provide sufficient information to inform decision-makers and the public, rather than "tiering" off of prior CEQA documents for cumulative impacts.

Types of Projects Considered

The following project summaries represent past, present and probable future projects that could result in cumulative impacts when combined with the Project. Related projects and other possible development in the Project area determined as having the potential to interact with the Project to the extent that a significant cumulative effect may occur are outlined in *Table 4-1*. *Figure 4-1, Location of Cumulative Projects Map*, shows the locations of the past, present and probable future projects.

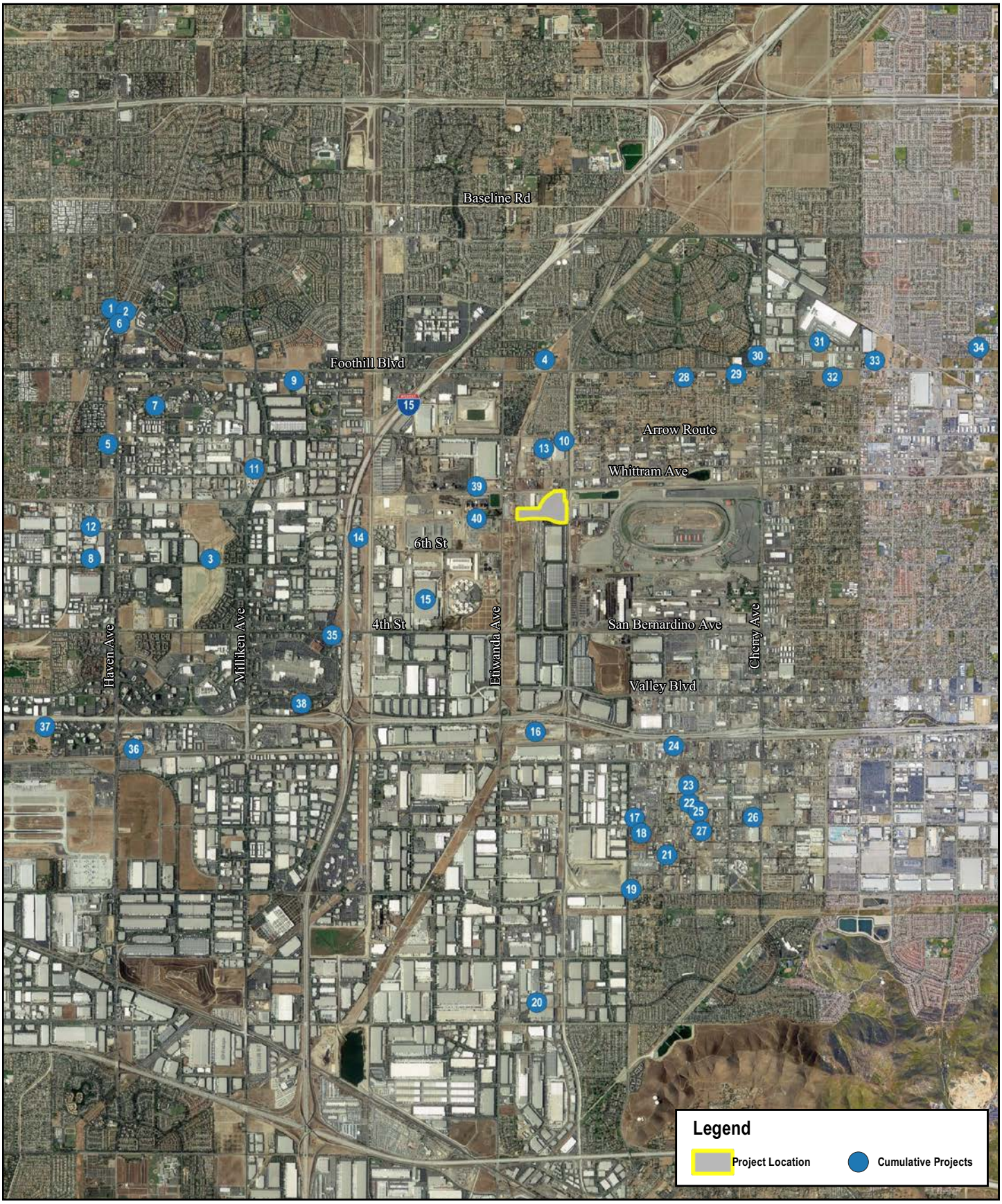
The following *Table 4-1* presents the list and location of projects that have been identified in the City of Rancho Cucamonga and adjacent communities:

Table 4-1: Cumulative Projects List

Project	Project Name	Location	City	Type of Project
1	Cadence Senior Assisted Living	10459 Church St.	Rancho Cucamonga	Residential
2	The Bungalows at Terra Vista	SWC of Haven Ave. and Church St.	Rancho Cucamonga	Mixed Use
3	Empire Lakes Specific Plan	North of 4th St., South of the Metrolink Tracks, West of Milliken Ave., and East of Cleveland Ave.	Rancho Cucamonga	Mixed Use
4	Pacific Reserve	North Side of Foothill Blvd. West of Cornwall Ct.	Rancho Cucamonga	Residential
5	Haven and Arrow	SWC of Haven Ave. and Arrow Rte.	Rancho Cucamonga	Mixed Use
6	Premier Swim Academy	7827 Haven Ave.	Rancho Cucamonga	Commercial

Project	Project Name	Location	City	Type of Project
7	8281 Utica Office	8281 Utica Ave.	Rancho Cucamonga	Office
8	6th and Center Industria	NEC 6th St. and Center Ave.	Rancho Cucamonga	Industrial
9	Foothill and Mayten Industrial	South of Foothill Blvd. at Mayten Ave. APN: 022901249	Rancho Cucamonga	Industrial
10	Hickory and Arrow Industrial	SWC of Hickory Ave. and Arrow Rte.	Rancho Cucamonga	Industrial
11	Milliken and Jersey Industrial	NWC of Jersey Blvd. and Milliken Ave.	Rancho Cucamonga	Industrial
12	7th and Center Industria	9063 Center Ave.	Rancho Cucamonga	Industrial
13	104,269 s.f. Industrial Building	East Side of East Ave. South of Arrow Rte.	Rancho Cucamonga	Industrial
14	23,380 s.f. Warehouse	9125 Hyssop Dr.	Rancho Cucamonga	Industrial
15	Two Industrial Warehouse Buildings	12434 4th St.	Rancho Cucamonga	Industrial
16	Pacific Freeway Center	13100 & 13200 Loop Rd.	Fontana	Industrial
17	Storage Yard	NWC of Guasti Rd. and Archibald Ave.	Ontario	Industrial
18	Tire Facility	13787 Santa Ana Ave.	Fontana	Industrial
19	Convenience Market with Gas Station	11295 Mulberry Ave.	Fontana	Commercial
20	Warehouse	Pacific Ave.	Fontana	Industrial
21	Warehouse	13921 Rose Ave.	Fontana	Industrial
22	Warehouse	10740 Banana Ave.	Fontana	Industrial
23	Truck and Trailer Sales	10641 Mulberry Ave.	Fontana	Industrial
24	Warehouse	13968 & 13992 Slover Ave.	Fontana	Industrial
25	Warehouse	14134 Santa Ana Ave.	Fontana	Industrial
26	Warehouse	14454 Santa Ana Ave.	Fontana	Industrial
27	Warehouse	Santa Ana Ave.	Fontana	Industrial
28	Assisted Living	14027 Foothill Blvd.	Fontana	Residential
29	Tire Repair	14505 Foothill Blvd.	Fontana	Commercial
30	Carwash/Coffee Shop	8930 Citrus Ave.	Fontana	Commercial
31	Warehouse	Hilton Dr.	Fontana	Industrial
32	Apartments	14951 Foothill Blvd.	Fontana	Residential
33	Senior Apartments	7430 Sierra Ave.	Fontana	Residential
34	Senior Apartments	15918 Merrill Ave	Fontana	Residential
35	Fast-Food Restaurant	16120 Baseline Ave.	Fontana	Commercial
36	Costco Business Center	16505 Sierra Lakes Pkwy.	Fontana	Commercial
37	Hotel	Slover Ave.	Fontana	Commercial/lodging
38	College	4550 Ontario Mills Pkwy.	Ontario	Education/commercial
39	Warehouse	Almond Ave.	Fontana	Industrial
40	Warehouse	Santa Ana Ave.	Fontana	Industrial

Source: Translutions, January 2021. *Napa Street Warehouse Traffic Impact Analysis*. Cumulative Project list current with NOP
Notes: SWC = southwest corner; NEC = northeast corner; NWC = northwest corner; s.f. = square foot.



Source: TIA

FIGURE 4-1: Location of Cumulative Projects
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

4.1 AIR QUALITY

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Speedway Commerce Center Project (Project) potential impacts in relation to the potential air quality impacts that would be generated by construction and operation of the Project. The existing condition (site conditions at the time of Notice of Preparation [NOP] distribution [September 2020]) was used as the baseline against which to compare potential impacts associated with implementation of the Project. The ambient air quality of the local and regional area is described, along with relevant federal, state, and local air pollutant regulations. Air quality emission modeling results for the Project are provided in *Appendix A: Air Quality Assessment for the Speedway Commerce Center Project* prepared by Kimley-Horn (2021). As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project and include the development of two warehouse buildings, (Buildings A and B) on a 34.61-acre site. The Project applicant is pursuing the Project, on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy*; *Section 4.6, Greenhouse Gas Emissions*; *Section 4.10 Noise*, and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) would be occupied by 100 percent E-Commerce use (100 Percent E-Commerce Worst-Case Scenario).

4.1.1 Environmental Setting

Climate and Meteorology

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The Project is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter.[1] Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

[1] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, 1993.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the presence of a shallow marine layer. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SCAB.

Wind patterns across the SCAB are characterized by westerly or southwesterly on-shore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. Air quality in the SCAB generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the base of the inversion at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to highly degraded air quality for the SCAB in the summer and generally good air quality in the winter.

Air Pollutants of Concern

Air pollutants emitted into the ambient air by stationary and mobile sources are regulated by state and federal laws. These regulated air pollutants are known as "criteria air pollutants" and are categorized into primary and secondary pollutants.

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are criteria pollutants. ROG and NO_X are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized below in *Table 4.1-1: Air Contaminants and Associated Public Health Concerns.*

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne substances that can cause short-term (acute) or long-term (i.e., chronic, carcinogenic or cancer-causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. They may be emitted from a variety of common sources including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations. The current California list of TACs includes more than 200 compounds, including particulate emissions from diesel-fueled engines.

CARB identified diesel particulate matter (DPM) as a toxic air contaminant. DPM differs from other TACs in that it is not a single substance but rather a complex mixture of hundreds of substances. Diesel exhaust is a complex mixture of particles and gases produced when an engine burns diesel fuel. DPM is a concern because it causes lung cancer; many compounds found in diesel exhaust are carcinogenic. DPM includes the particle-phase constituents in diesel exhaust. The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), fuel formulations (high/low sulfur fuel), and the year of the engine. Some short-term (acute) effects of diesel exhaust include eye, nose, throat, and lung irritation, and diesel exhaust can cause coughs, headaches, light-headedness, and nausea. DPM poses the greatest health risk among the TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Due to their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Table 4.1-1: Air Contaminants and Associated Public Health Concerns

Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_X) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.

Pollutant	Major Man-Made Sources	Human Health Effects
[1] Volatile Organic Compounds (VOCs) or Reactive Organic Gases (ROG) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).		
Source: California Air Pollution Control Officers Association (CAPCOA), Health Effects, http://www.capcoa.org/health-effects/, Accessed October 8, 2020.		

Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the Project are documented by measurements made by the South Coast Air Quality Management District (SCAQMD), the air pollution regulatory agency in the SCAB that maintains air quality monitoring stations which process ambient air quality measurements.

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the Fontana Monitoring Station (located approximately 1.5 miles to the northeast). Local air quality data from 2017 to 2019 are provided in *Table 4.1-2: Ambient Air Quality Data*, which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Table 4.1-2: Ambient Air Quality Data

Criteria Pollutant	2017	2018	2019
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.137	0.141	0.124
8-hour Maximum Concentration (ppm)	0.118	0.111	0.109
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	33	38	41
NAAQS 8-hour (>0.070 ppm)	49	69	67
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	1.6502	1.9159	2.7490
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	0.0692	0.063	0.0761
Number of Days Standard Exceeded			
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration (µg/m^3)	75.3	64.1	88.8
State 24-hour Maximum Concentration (µg/m^3)	75.3	61.5	85.1
State Annual Average Concentration (CAAQS=20 µg/m^3)	—	—	—
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 µg/m^3)	0	0	0
CAAQS 24-hour (>50 µg/m^3)	8	8	11
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	39.2	29.2	81.3
State 24-hour Maximum Concentration	39.2	29.2	81.3
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 µg/m^3)	1	0	3

Criteria Pollutant	2017	2018	2019
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; – = not measured [1] Measurements taken at the Fontana-Arrow Highway Monitoring Station at 14360 Arrow Blvd., Fontana, California (CARB# 36197)			
Source: All pollutant measurements are from the CARB Aerometric Data Analysis and Management system database (https://www.arb.ca.gov/adam) except for CO, which were retrieved from the CARB Air Quality and Meteorological Information System (https://www.arb.ca.gov/qaweb/siteinfo.php).			

Sensitive Receptors

Sensitive receptors are more susceptible to the effects of air pollution than is the general population and are in proximity to localized sources of TACs are of particular concern. Land uses considered sensitive receptors include residences, schools, playgrounds, childcare centers, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The Project site is primarily surrounded by warehousing, logistics, and distribution related uses. Sensitive land uses nearest to the Project site consist of a single-family residence located approximately 730 feet to the north. Sensitive land uses nearest to the Project are listed in *Table 4.1-3: Sensitive Receptors.*

Table 4.1-3: Sensitive Receptors

Receptor Description	Distance and Direction from the Project
Single-family Residence	730 feet to the north
Residential Community	2,244 feet to the north
Residential Community	2,450 feet to the northeast
Residential Community	7,900 feet to the northwest
Residential Community	9,466 feet to the east
Source: Google Earth	

4.1.2 Regulatory Setting

Federal

Federal Clean Air Act

Air quality is federally protected by the Federal Clean Air Act (FCAA) and its amendments. Under the FCAA, the United States Environmental Protection Agency (U.S. EPA) developed the primary and secondary National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Proposed projects in or near nonattainment areas could be subject to more stringent air-permitting requirements. The FCAA requires each state to prepare a State Implementation Plan to demonstrate how it will attain the NAAQS within the federally imposed deadlines.

The U.S. EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the FCAA. If a state fails to correct these planning deficiencies within two years of Federal notification, the U.S. EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. The U.S. EPA has designated enforcement of air pollution control regulations to the individual states. Applicable federal standards are summarized in *Table 4.1-4: State and Federal Ambient Air Quality Standards.*

State of California

California Air Resources Board

CARB administers the air quality policy in California. The California Ambient Air Quality Standards (CAAQS) were established in 1969 pursuant to the Mulford-Carrell Act. These standards, included with the NAAQS in *Table 4.1-4*, are generally more stringent and apply to more pollutants than the NAAQS. In addition to the criteria pollutants, CAAQS have been established for visibility reducing particulates, hydrogen sulfide, and sulfates.

Table 4.1-4: State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]
Ozone (O_3) [2, 5, 7]	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm
	1 Hour	0.09 ppm (180 µg/m^3)	NA
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)
	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm (339 µg/m^3)	0.10 ppm[11]
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)
Sulfur Dioxide (SO_2) [8]	24 Hour	0.04 ppm (105 µg/m^3)	0.14 ppm (365 µg/m^3)
	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)
	Annual Arithmetic Mean	NA	0.03 ppm (80 µg/m^3)
Particulate Matter (PM_{10}) [1, 3, 6]	24-Hour	50 µg/m^3	150 µg/m^3
	Annual Arithmetic Mean	20 µg/m^3	NA
Fine Particulate Matter ($PM_{2.5}$) [3, 4, 6, 9]	24-Hour	NA	35 µg/m^3
	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3
Sulfates (SO_{4-2})	24 Hour	25 µg/m^3	NA
Lead (Pb) [10, 11]	30-Day Average	1.5 µg/m^3	NA
	Calendar Quarter	NA	1.5 µg/m^3
	Rolling 3-Month Average	NA	0.15 µg/m^3
Hydrogen Sulfide (H_2S)	1 Hour	0.03 ppm (42 µg/m^3)	NA
Vinyl Chloride (C_2H_3Cl) [10]	24 Hour	0.01 ppm (26 µg/m^3)	NA

ppm = parts per million; µg/m^3 = micrograms per cubic meter; mg/m^3 = milligrams per cubic meter; – = no information available.

1 California standards for O_3, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, suspended particulate matter - PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, Lake Tahoe carbon monoxide, lead, hydrogen sulfide, and vinyl chloride are not to be equaled or exceeded. If the standard is for a 1-hour, 8-hour or 24-hour average (i.e., all standards except for lead and the PM_{10} annual standard), then some measurements may be excluded. Measurements are excluded that CARB determines would occur less than once per year on the average. The Lake Tahoe carbon monoxide standard is 6.0 ppm, a level one-half the national standard and two-thirds the State standard.

2 National standards shown are the "primary standards" designed to protect public health. National standards other than for O_3, particulates and those based on annual averages are not to be exceeded more than once a year. The 1-hour O_3 standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the 4th highest daily concentrations is 0.070 ppm or less. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than 150 µg/m$_3$. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of 98th percentiles is less than 35 µg/m^3.

3 Except for the national particulate standards, annual standards are met if the annual average falls below the standard at every site. The national annual particulate standard for PM_{10} is met if the 3-year average falls below the standard at every site. The annual $PM_{2.5}$ standard is met if the 3-year average of annual averages spatially-averaged across officially designed clusters of sites falls below the standard. NAAQS are set by the EPA at levels determined to be protective of public health with an adequate margin of safety.

4 On October 1, 2015, the national 8-hour O_3 primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour O_3 concentration per year, averaged over three years, is equal to or less than 0.070 ppm. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. Nonattainment areas will have until 2020 to late 2037 to meet the health standard, with attainment dates varying based on the O_3 level in the area.

5 The national 1-hour O_3 standard was revoked by the EPA on June 15, 2005.

6 In June 2002, CARB established new annual standards for $PM_{2.5}$ and PM_{10}.

7 The 8-hour California O_3 standard was approved by the CARB on April 28, 2005 and became effective on May 17, 2006.

Pollutant	Averaging Time	State Standards[1]	Federal Standards[2]

[8] On June 2, 2010, the EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. The existing 0.030 ppm annual and 0.14 ppm 24-hour SO_2 NAAQS however must continue to be used until one year following EPA initial designations of the new 1-hour SO_2 NAAQS.

[9] In December 2012, EPA strengthened the annual $PM_{2.5}$ NAAQS from 15.0 to 12.0 µg/m^3. In December 2014, the EPA issued final area designations for the 2012 primary annual $PM_{2.5}$ NAAQS. Areas designated "unclassifiable/attainment" must continue to take steps to prevent their air quality from deteriorating to unhealthy levels. The effective date of this standard is April 15, 2015.

[10] CARB has identified lead and vinyl chloride as 'toxic air contaminants with no threshold level of exposure below which there are no adverse health effects determined.

[11] National lead standards, rolling 3-month average: final rule signed October 15, 2008. Final designations effective December 31, 2011.

Source: SCAQMD, *Air Quality Management Plan*, 2016; CARB, *Ambient Air Quality Standards*, May 6, 2016.

The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an Air Quality Management Plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the State Implementation Plan for meeting federal clean air standards for the State of California. Like the U.S. EPA, CARB also designates areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events such as wildfires, volcanoes, etc. are not considered violations of a state standard, and are not used as a basis for designating areas as nonattainment. The applicable State standards are summarized in *Table 4.1-4.*

Regional

South Coast Air Quality Management District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that state and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB, in coordination with federal agencies, provides the control element for mobile sources.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The purpose of the AQMP is to set forth a comprehensive and integrated program that would lead the SCAB into compliance with the federal 24-hour $PM_{2.5}$ air quality standard, and to provide an update to the SCAQMD's commitments towards meeting the federal 8-hour O_3 standards. The AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2020-2045 *Regional*

Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories.

The SCAQMD has published the *CEQA Air Quality Handbo*ok (approved by the SCAQMD Governing Board in 1993 and augmented with guidance for Local Significance Thresholds [LST] in 2008). The SCAQMD guidance helps local government agencies and consultants to develop environmental documents required by CEQA and provides identification of suggested thresholds of significance for criteria pollutants for both construction and operation (see discussion of thresholds below). With the help of the *CEQA Air Quality Handbook* and associated guidance, local land use planners and consultants are able to analyze and document how proposed and existing projects affect air quality in order to meet the requirements of the CEQA review process. The SCAQMD periodically provides supplemental guidance and updates to the handbook on their website.

The SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. Under federal law, SCAG is designated as a Metropolitan Planning Organization and under State law as a Regional Transportation Planning Agency and a Council of Governments.

The state and federal attainment status designations for the SCAB are summarized in *Table 4.1-5: South Coast Air Basin Attainment Status*. The SCAB is currently designated as a nonattainment area with respect to State 1- hour O_3, PM_{10}, and $PM_{2.5}$ standards, as well as the national 8-hour O_3 and $PM_{2.5}$ standards. The SCAB is designated as attainment or unclassified for the remaining state and federal standards.

Table 4.1-5: South Coast Air Basin Attainment Status

Pollutant	State	Federal
Ozone (O_3) (1 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Ozone (O_3) (8 Hour Standard)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter ($PM_{2.5}$) (24 Hour Standard)	–	Non-Attainment (Serious)
Particulate Matter ($PM_{2.5}$) (Annual Standard)	Non-Attainment	Non-Attainment (Moderate)
Particulate Matter (PM_{10}) (24 Hour Standard)	Non-Attainment	Attainment (Maintenance)
Particulate Matter (PM_{10}) (Annual Standard)	Non-Attainment	–
Carbon Monoxide (CO) (1 Hour Standard)	Attainment	Attainment (Maintenance)
Carbon Monoxide (CO) (8 Hour Standard)	Attainment	Attainment (Maintenance)
Nitrogen Dioxide (NO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO_2) (Annual Standard)	Attainment	Attainment (Maintenance)
Sulfur Dioxide (SO_2) (1 Hour Standard)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO_2) (24 Hour Standard)	Attainment	–
Lead (Pb) (30 Day Standard)	–	Unclassifiable/Attainment

Pollutant	State	Federal
Lead (Pb) (3 Month Standard)	Attainment	–
Sulfates (SO_{4-2}) (24 Hour Standard)	Attainment	–
Hydrogen Sulfide (H_2S) (1 Hour Standard)	Unclassified	–

Source: SCAQMD, *Air Quality Management Plan*, 2016; U.S. EPA, *Nonattainment Areas for Criteria Pollutants (Green Book)*, 2020.

Under federal and state law, SCAQMD is under a legal obligation to enforce air pollution regulations. These regulations are primarily meant to ensure that the surrounding (or ambient) air meets federal and state air quality standards. The following is a list of SCAQMD rules that are required of construction activities associated with the Project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.
  a) Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  b) All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.
  c) All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
  d) The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
  e) Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.
- **Rule 431.2** (**Sulfur Content of Liquid Fuels)** – This rule limits the sulfur content in diesel and other liquid fuels for the purpose of both reducing the formation of sulfur oxides and particulates during combustion and to enable the use of add-on control devices for diesel-fueled internal combustion engines.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

- **Rule 2305 (Warehouse Indirect Source Rule)** - Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NOX and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses WAIRE (Warehouse Actions and Investments to Reduce Emissions) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquiring zero emission (ZE) or near zero emission (NZE) trucks; requiring ZE/NZE truck visits; requiring ZE yard trucks; installing on-site ZE charging/fueling infrastructure; installing onsite energy systems; and installing filtration systems in residences, schools, and other buildings. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure.

Local

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga (City) General Plan (GP) is a roadmap that encompasses the hopes, aspirations, values and dreams of the community. The City's GP does not mention specific standalone air quality goals and policies for the City. The General Plan Update only discusses the local atmospheric conditions affecting air quality, sources of concern, and community conditions in Rancho Cucamonga. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. City GP Policies that address air quality impacts include the following:

Goal CM-2	***Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.***
Policy CM-2.5	Establish priority parking locations for hybrid, electric, and low/zero-emission, and alternative fuel vehicles.
Policy CM-2.6	Accommodate charging and fueling station for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.
Goal RC-4	***Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources to minimize greenhouse gas and other air emissions.***
Policy RC-4.1	Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.

A summary of the Project's consistency with applicable General Plan policies related to Air Quality reduction, and planning goals and policies is shown in *Table 4.9-3: Rancho Cucamonga General Plan Consistency* in *Section 4.9 Land Use and Planning*.

4.1.3 Standards of Significance

The following significance criteria for air quality were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable state or federal ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations;
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people; or
- Exceed SCAQMD Thresholds.

Approach to Analysis

This analysis of impacts on air quality resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics and/or geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The impact analyses are based on: Kimley-Horn Associates, *Air Quality Assessment Speedway Commerce Center Project*, February 2021, field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of relevant federal, state, and local air pollutant regulations. The determination that a Project component will or will not result in "substantial" adverse effects on air quality resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

SCAQMD Thresholds

The significance criteria established by SCAQMD may be relied upon to make the above determinations. According to the SCAQMD, an air quality impact is considered significant if the Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The SCAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects. These daily thresholds are summarized in *Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds.*

Table 4.1-6: South Coast Air Quality Management District Emissions Thresholds

Criteria Air Pollutants and Precursors	Pounds per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55

Source: SCAQMD, *South Coast AQMD Air Quality Significance Thresholds*, April 2019.

Localized Carbon Monoxide

In addition to the daily thresholds listed above, development associated with the Project would also be subject to the ambient air quality standards. These are addressed through an analysis of localized CO impacts. The significance of localized impacts depends on whether ambient CO levels near the Project are above state and federal CO standards (the more stringent California standards are 20 parts per million [ppm] for 1-hour and 9 ppm for 8-hour). The SCAB has been designated as attainment under the 1-hour and 8-hour standards.

Localized Significance Thresholds

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City is located within SCAQMD source receptor area (SRA) 33.

Table 4.1-7: Local Significance Thresholds for Construction/Operations, shows the LSTs for 1-acre, 2-acre, and 5-acre projects in SRA 33, with the nearest sensitive receptor located 730 feet (223 meters) from the Project. LSTs associated with all acreage categories are provided in *Table 4.1-7* for informational purposes. *Table 4.1-7* shows that the LSTs increase as acreages increase. It should be noted that LSTs are screening thresholds and are therefore conservative. Construction LST acreage is determined based on daily acreage disturbed and operational LST acreage is based on the total area of the Project site. Although the Project site is greater than five acres, the 5-acre operational LSTs are conservatively used to evaluate the Project.

Table 4.1-7: Local Significance Thresholds for Construction/Operations

Project Size	Pounds per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
1 Acre	652/652	23,065/23,065	280/68	141/34
2 Acres	684/684	24,768/24,768	160/39	150/36
5 Acres	778/778	29,410/29,410	322/78	170/41

Source: SCAQMD, *Localized Significance Threshold Methodology*, July 2008.

4.1.4 Project Impacts and Mitigation

Impact 4.1-1: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

Level of Significance: No Impact

Construction and Operation

Project, Alternate Project, and the 100 Percent E-Commerce Worst-Case Scenario

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the CCAA requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the state and federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the SCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2016 AQMP. The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, the CARB, the SCAG, and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's growth projections and RTP/SCS, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1** – The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2** – The Project will not exceed the assumptions noted in the AQMP or increments based on the years of the Project build-out phase.

According to the SCAQMD's *CEQA Air Quality Handbook*, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are CAAQS and NAAQS. As shown in *Table 4.1-8: Construction-Related Emissions (Project)* through *Table 4.1-23: Localized Significance of Operational Emissions (100 Percent E-Commerce)*, the Project, Alternate Project, and the 100 Percent E-Commerce Worst-Case Scenario would not exceed the construction standards and net emissions would not exceed operational standards. Thus, the Project, Alternate Project, the 100 Percent E-Commerce Worst-Case

Scenario would not contribute to an existing air quality violation. Therefore, the Project, Alternate Project, the 100 Percent E-Commerce Worst-Case Scenario would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Project implementation would require a General Plan Amendment to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use, consistent with the Heavy Industrial land use designation to the north of the Project site, also within the City limits. A proposed Pre-zone would change the zoning designation for parcel 0229-291-46 to be consistent with the HI zoning to the north, within the City limits. Although the Project requires a General Plan Amendment (GPA) and a Zone Change, the Project would not result in a direct increase in population since the proposed warehouses would not accommodate any new residents. The Project would, however, increase the number of jobs which, in turn, could indirectly result in an increase in population. As such, the Project would be consistent with the second criterion and would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth projections used by the SCAQMD to develop the AQMP. Therefore, no impacts related to conflicts with or obstruction of applicable air quality plans would occur.

Mitigation Measures

No mitigation is required.

Impact 4.1-2: ***Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable state or federal ambient air quality standard?***

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities associated with the Project are estimated to last approximately 10 months with construction anticipated to begin in July 2021 and be completed in May 2022. Construction-generated emissions associated with the Project were calculated using the CARB-approved California Emissions Estimator Model (CalEEMod) computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See *Appendix A: Air Quality*

Assessment for the Speedway Commerce Center Project for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in *Table 4.1-8: Unmitigated Construction-Related Emissions (Project)* and *Table 4.1-9: Unmitigated Construction-Related Emissions (Alternate Project).*

Table 4.1-8: Unmitigated Construction-Related Emissions (Project)

Construction Year	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction 2021	6.76	74.09	47.32	0.16	10.38	6.18
Construction 2022	49.15	53.02	66.43	0.19	11.29	4.08
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities). Refer to *Appendix A* for Model Data Outputs.

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. Standard Condition (SC) AQ-1 requires the implementation of Rule 402 and 403 dust control techniques to minimize PM_{10} and $PM_{2.5}$ concentrations. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust, described in the Regulatory Framework subsection above and identified in SC AQ-1. Rule 1113 provides specifications on painting practices and regulates the ROG content of paint. As required by law, all architectural coatings for the Project structures would comply with SCAQMD Rule 1113; refer to SC AQ-2.

Table 4.1-8 shows that all criteria pollutant emissions associated with construction of the Project would remain below their respective thresholds. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above and required by SC AQ-1 and SC AQ-2.

Alternate Project

Table 4.1-9 shows that all criteria pollutant emissions associated with construction of the Alternate Project would remain below their respective thresholds. While impacts would be considered less than significant, the Alternate Project would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above and required by SC AQ-1 and SC AQ-2. Construction emissions associated with the Alternate Project would be similar to the proposed Project due to overall similarities in site area building type. Minor differences in the emissions totals are attributed to slight variations in construction equipment fleet.

Table 4.1-9: Unmitigated Construction-Related Emissions (Alternate Project)

Construction Year	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction 2021	5.89	46.47	47.93	0.16	9.96	6.18
Construction 2022	54.90	53.43	67.07	0.19	12.65	4.42
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities). Refer to *Appendix A* for Model Data Outputs.

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

100 Percent E-Commerce Worst-Case Scenario

Construction emissions attributable to the worst-case scenario are summarized in *Table 4.1-10: Unmitigated Construction-Related Emissions (100 Percent E-Commerce). Table 4.1-10* shows that all criteria pollutant emissions associated with construction of the 100 Percent E-Commerce Worst Case Scenario would remain below their respective thresholds. While impacts would be considered less than significant, the 100 Percent E-Commerce Worst Case Scenario would be subject to SCAQMD Rules 402, 403, and 1113, described in the Regulatory Framework subsection above and required by SC AQ-1 and SC AQ-2.

Table 4.1-10: Unmitigated Construction-Related Emissions (100 Percent E-Commerce)

Construction Year	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Construction 2021	5.81	46.47	47.32	0.16	9.96	6.18
Construction 2022	57.51	53.02	66.43	0.20	11.29	4.08
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied. No mitigation was applied to construction equipment. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities). Refer to *Appendix A* for Model Data Outputs.

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Operational Emissions

Project-generated emissions would be primarily associated with motor vehicle use and area sources, such as the use of landscape maintenance equipment and architectural coatings. Operational emissions attributable to the Project are summarized in *Table 4.1-11: Unmitigated Operational Emissions (Project).*

Table 4.1-11: Unmitigated Operational Emissions (Project)

Source	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	14.98	0.00	0.07	0.00	0.00	0.00
Energy Emissions	1.00	9.12	7.66	0.05	0.69	0.69
Mobile Emissions	3.71	60.69	38.35	0.30	16.60	4.96
Off-Road Emissions	0.45	4.22	4.62	0.00	0.28	0.26
TRU Emissions	2.57	24.42	25.88	0.00	0.74	0.68
Total Emissions	**22.71**	**98.45**	**76.58**	**0.35**	**18.31**	**6.59**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), off-road emissions, and transport refrigeration units (TRUs). It should be noted that the proposed development is speculative, and it is unknown if warehouses would be refrigerated. Refrigerated buildings and TRUs were assumed for modeling purposes to provide a worst-case scenario. Emissions from these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.

  Project-generated vehicle emissions are based on the trip generation included in the Project's Traffic Impact Analysis (TIA) and incorporated into CalEEMod as recommended by the SCAQMD. Per the TIA, the Project would generate 976 daily trips, which includes 602 passenger cars and 374 trucks.
- **Transport Refrigeration Units.** TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers and truck vans. TRU emissions were quantified with CARB OFFROAD2017.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road equipment used during operational activities. For this project it was assumed that warehouse would employ four forklifts for loading and unloading goods.

As shown above in *Table 4.1-11*, operations associated with the Project would exceed the SCAQMD threshold for NO_X. The majority of NO_X emissions are from area and mobile sources. Mitigation measures would be required to reduce emissions to the extent feasible; however, emissions of motor sources are controlled by State and Federal standards and the Project has no jurisdiction over these standards. Mitigation Measures (MM) AQ-1 through AQ-5 would reduce mobile source and TRU air quality emissions. MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage walking, bicycle, carpool, vanpool and transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 requires signage noticing truck idling limits when engines are not in use. Additionally, MM AQ-4 requires the use of model year 2010 trucks or newer. Further, MM AQ-5 would limit refrigerated space to 56,000 square feet or less to reduce NO_X emissions from TRUs. *Table 4.1-12: Mitigated Operational Emissions (Project)* shows that implementation of MM AQ-1 through AQ-5 would reduce air quality emissions below the SCAQMD's thresholds. Therefore, impacts would be less than significant with mitigation.

Table 4.1-12: Mitigated Operational Emissions (Project)

Source	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	14.98	0.00	0.07	0.00	0.00	0.00
Energy Emissions[1]	0.09	0.78	0.66	0.00	0.06	0.06
Mobile Emissions[2]	2.52	39.51	30.79	0.28	15.95	4.62
Off-Road Emissions	0.45	4.22	4.62	0.00	0.28	0.26
TRU Emissions[3]	0.22	2.09	2.21	0.00	0.06	0.06
Total Emissions	**18.26**	**46.60**	**38.35**	**0.28**	**16.35**	**5.00**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
1. Mitigation Measure AQ-5 requires a reduction in refrigerated building area to reduce emissions. In order to quantify the energy emissions from less refrigerated space, emissions were interpolated between refrigerated buildings and unrefrigerated building emissions. Refer to *Appendix A* for model outputs and energy mitigation calculations.
2. Mitigation Measure AQ-1 requires implementation of a Transportation Demand Management (TDM) program. Mitigation Measure AQ-2 requires electrical hookups for tenants that require cold storage. Mitigation Measure AQ-3 requires signs limiting idling, and Mitigation Measure AQ-4 requires the use of 2010 trucks or newer.
3. Mitigation Measure AQ-5 limits the maximum refrigeration space to no more than 56,000 square feet to reduce TRU NOX emissions.

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

In addition, Rule 2305 requires the Project operator to directly reduce NO_X and particulate matter emissions or to otherwise facilitate emission and exposure reductions of these pollutants in nearby communities. Alternatively, warehouse operators can choose to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

Warehouse owners and operators are required to earn Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points each year. WAIRE points are a menu-based system earned by emission reduction measures. Warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. WAIRE points can be earned by completing actions from a menu that can include acquiring and using natural gas, Near-Zero Emissions and/or Zero-Emissions on-road trucks, zero-emission cargo handling equipment, solar panels or zero-emission charging and fueling infrastructure, or other options. Therefore, the Project operator would be required to implement additional emission reduction strategies. Conservatively, this analysis does not take credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

Alternate Project

Operational emissions attributable to the Alternate Project are summarized in *Table 4.1-13: Unmitigated Operational Emissions (Alternate Project).*

Table 4.1-13: Unmitigated Operational Emissions (Alternate Project)

Source	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	11.59	0.00	0.05	0.00	0.00	0.00
Energy Emissions	0.03	0.27	0.23	0.00	0.02	0.02
Mobile Emissions	10.72	20.91	143.79	0.43	41.96	10.37
Off-Road Emissions	0.34	3.16	3.46	0.00	0.21	0.20
Total Emissions	**22.67**	**24.35**	**147.54**	**0.44**	**42.19**	**11.58**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

Operational emissions from the Alternate Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Project-generated vehicle emissions are based on the trip generation within the Project's TIA and incorporated into CalEEMod as recommended by the SCAQMD. Per the TIA, the Alternate Project would generate 3,225 daily trips which includes 3,130 passenger cars and 95 trucks.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road equipment used during operational activities. For the Alternate Project, it was assumed that the single warehouse would employ three forklifts for loading and unloading goods.

As shown above in *Table 4.1-13*, unmitigated operations associated with the Alternate Project would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, operational emissions associated with the Alternate Project would be less than significant.

100 Percent E-Commerce Worst-Case Scenario

Operational emissions attributable to the worst-case scenario are summarized in *Table 4.1-14: Unmitigated Operational Emissions (100 Percent E-Commerce).*

Table 4.1-14: Unmitigated Operational Emissions (100 Percent E-Commerce)

Source	Pounds per Day					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Area Source Emissions	14.98	0.00	0.07	0.00	0.00	0.00
Energy Emissions	0.04	0.36	0.30	0.00	0.03	0.03
Mobile Emissions	14.42	34.41	190.43	0.57	55.04	14.97
Off-Road Emissions	0.45	4.22	4.62	0.01	0.28	0.26
Total Emissions	**29.89**	**38.99**	**195.42**	**0.58**	**55.35**	**15.25**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.
Note: Total values are from CalEEMod and may not add up 100% due to rounding.

Operational emissions from the 100 Percent E-Commerce Worst-Case Scenario would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), and off-road emissions. Emissions from these categories are discussed below.

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Project-generated vehicle emissions are based on the trip generation within the Project's TIA and incorporated into CalEEMod as recommended by the SCAQMD. Per the TIA, the Worst-Case Scenario would generate 4,224 daily trips which includes 4,099 passenger cars and 125 trucks. It should be noted that although the 100 Percent E-Commerce Scenario has more overall vehicle trips, it has fewer truck trips and no TRU emissions. Therefore, mobile source emissions are lower than the Project.

- **Off-Road Equipment.** Operational off-road emissions would be generated by off-road equipment used during operational activities. For the Worst-Case Scenario, it was assumed that the single warehouse would employ three forklifts for loading and unloading goods.

As shown above in *Table 4.1-14*, operations associated with the Worst-Case Scenario would not exceed the SCAQMD thresholds for any criteria air pollutants. Therefore, operational emissions associated with the Worst-Case Scenario would be less than significant.

Standard Conditions and Requirements

SC AQ-1 Prior to the issuance of grading permits, the City Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

SC AQ-2 **Low VOC Paint.** The Project Applicant shall require by contract specifications that the interior and exterior architectural coatings (paint and primer including parking lot paint) products used would have a volatile organic compound rating of 50 grams per liter or less. Contract specifications shall be included in the construction documents for the Project, which shall be reviewed and approved by the City of Rancho Cucamonga prior to the issuance of building permits.

Mitigation Measures

All mitigation measures are applicable to both the Project and the Alternate Project, unless otherwise noted.

MM AQ-1 Prior to issuance of occupancy permits for the Project, the Project operator shall prepare and submit a Transportation Demand Management (TDM) program for review and approval of the City of Rancho Cucamonga detailing strategies that would reduce the use of single-occupant vehicles by employees by increasing the number of trips by walking, bicycle, carpool, vanpool and transit. The TDM shall include, but is not limited to the following:

- Provide a transportation information center and on-site TDM coordinator to educate residents, employers, employees, and visitors of surrounding transportation options;
- Promote bicycling and walking through design features such as showers for employees, self-service bicycle repair area, etc. around the project site;
- Provide on-site car share amenities for employees who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day;
- Promote and support carpool/vanpool/rideshare use through parking incentives and administrative support, such as ride-matching service; and
- Incorporate incentives for using alternative travel modes, such as preferential load/unload areas or convenient designated parking spaces for carpool/vanpool users.
- Provide meal options onsite or shuttles between the facility and nearby meal destinations.

MM AQ-2 For the Project, electrical hookups shall be provided at all loading bays for truckers to plug in any onboard auxiliary equipment and power refrigeration units while their truck is stopped.

MM AQ-3 All truck access gates and loading docks (both interior- and exterior-facing signs) within the Project site shall have a sign posted that states:

- Truck drivers shall turn off engines when not in use.
- Truck drivers shall shut down the engine after five minutes of continuous idling operation. Once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
- Telephone numbers of the building facilities manager and CARB to report Violations.

MM AQ-4 The Project will require contractors and building operator(s) (by contract specifications) to utilize on-road heavy-duty diesel trucks with a gross vehicle weight rating greater than 14,000 pounds to meet or exceed 2010 engine emission standards or to be equipped with a particulate matter trap (as available) or to be powered by natural gas, electricity, or other diesel alternative.

MM AQ-5 Prior to the issuance of building permits for the Project, the City of Rancho Cucamonga Building and Safety Department shall confirm that applicable Project plans and specifications indicate that refrigerated space for the Project does not exceed 56,000 square feet.

MM AQ-6 Post signs at every truck exit driveway providing directional information to the truck route.

MM AQ-7 The Applicant shall make its tenants aware of the funding opportunities, such as the Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program), and other similar funding opportunities, by providing applicable literature available from the California Air Resources Board (CARB). The Moyer Program On-Road Heavy-Duty Vehicles Voucher Incentive Program (VIP) provides funding to individuals seeking to purchase new or used vehicles with 2013 or later model year engines to replace an existing vehicle that is to be scrapped.

Impact 4.1-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?

Level of Significance: Less Than Significant Impact

Localized Significance Analysis

To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptors are residences located approximately 730 feet (223 meters) away, LSTs for receptors located at a distance of 200 meters were utilized in this analysis.

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only emissions included in the CalEEMod "on-site" emissions outputs were considered.

Localized Construction Impacts

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, *Table 4.1-15: Equipment-Specific Grading Rates (Project)* is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley (SRA 33) since this area includes the Project. LSTs apply to CO, NO_x, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size.

Table 4.1-15: Equipment-Specific Grading Rates (Project)

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	1	8	0
				Total Acres Graded per Day	**3.5**

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Construction of the Project is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 4.1-16: Localized Significance of Construction Emissions (Unmitigated Project), present the results of localized emissions during construction. *Table 4.1-16* shows that emissions of these pollutants on the peak day of construction, because construction, paving, and architectural coating activities are anticipated to overlap, these emissions have been combined.

Table 4.1-16: Localized Significance of Construction Emissions (Unmitigated Project)

Construction Activity[a]	Pounds per Day							
	Nitrogen Oxide (NO_x)		Carbon Monoxide (CO)		Coarse Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)	
Site Preparation	40.50		21.15		9.77		6.13	
Grading	74.00		43.69		9.40		5.82	
Construction 2021	17.43		16.58		0.96		0.90	
Construction 2022	15.62	28.15 [b]	16.36	32.75 [b]	0.81	1.46 [b]	0.76	1.36 [b]
Paving	11.12		14.58		0.57		0.52	
Architectural Coating	1.41		1.81		0.08		0.08	
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 200 meters)	*432*		*8,195*		*103*		*40.50*	
Exceed SCAQMD Threshold?	**No**		**No**		**No**		**No**	

Notes:
a. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities).
b. 2022 construction, paving, and architectural coating sub-phase emissions are combined because they would potentially occur at the same time.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Table 4.1-16 shows that emissions of these pollutants would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts related to LSTs would not occur during construction.

Localized Operational Impacts

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a project only if it includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Since the Project would include warehouses, the operational phase LST protocol is conservatively applied to both the area source and all the mobile source emissions. As the nearest receptor is approximately 223 meters away, LSTs for receptors located at 200 meters in SRA 33 were conservatively utilized in this analysis. Additionally, although the Project site is about 35 acres, the 5-acre LST threshold was used because the thresholds increase with the size of the site. Therefore, the 5-acre LSTs are conservative for evaluation of an approximately 35-acre site.

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Therefore, conservatively 10 percent of mobile sources has been assumed on-site and added up to other on-site emissions. *Table 4.1-17: Localized Significance of Operational Emissions (Unmitigated Project)* shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts related to LSTs would not occur during operational activities.

Table 4.1-17: Localized Significance of Operational Emissions (Unmitigated Project)

Activity	Pounds per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	17.29	15.42	2.57	1.41
On-Site TRU Emissions	5.55	5.88	0.17	0.15
Total On-Site Emissions	**22.84**	**21.30**	**2.74**	**1.56**
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 200 meters)	*486*	*9,611*	*34*	*11*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Note: SRA Zone 33, 5-acre site, 500 meters to receptors; conservatively assumes 10 percent of mobile emissions are on-site.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

In addition, SCAQMD's Rule 2305 will require the Project to directly reduce NO_X and particulate matter emissions, or to otherwise facilitate emissions and exposure reductions of these pollutants in nearby communities. The Project operator may be required to implement additional emission reduction strategies. Conservatively, this EIR is not taking credit for these potential reductions. Compliance with Rule 2305 would reduce emissions below what is currently analyzed.

Alternate Project

Localized Construction Impacts

Table 4.1-18: Equipment-Specific Grading Rates (Alternate Project), is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley (SRA 33) since this area includes the Project. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 4.1-18: Equipment-Specific Grading Rates (Alternate Project)

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	1	8	0
				Total Acres Graded per Day	**3.5**

Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Table 4.1-19: Localized Significance of Construction Emissions (Unmitigated Alternate Project), present the results of localized emissions during construction. *Table 4.1-19* shows that emissions of these pollutants on the peak day of construction, because construction, paving, and architectural coating activities are anticipated to overlap, these emissions have been combined. *Table 4.1-19* shows that emissions of these pollutants would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts related to LSTs would not occur during construction.

Table 4.1-19: Localized Significance of Construction Emissions (Unmitigated Alternate Project)

Construction Activity[a]	Pounds per Day							
	Nitrogen Oxide (NO_x)		Carbon Monoxide (CO)		Coarse Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)	
Site Preparation	40.50		21.15		9.77		6.13	
Grading	46.40		30.88		5.69		3.36	
Construction 2021	17.43		16.58		0.96		0.90	
Construction 2022	15.62	28.15 [b]	16.36	32.75 [b]	0.81	1.46 [b]	0.76	1.36 [b]
Paving	11.12		14.58		0.57		0.52	
Architectural Coating	1.41		1.81		0.08		0.08	
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 200 meters)	*432*		*8,195*		*103*		*40.50*	
Exceed SCAQMD Threshold?	**No**		**No**		**No**		**No**	

Notes:
a. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities).
b. 2022 construction, paving, and architectural coating sub-phase emissions are combined because they would potentially occur at the same time.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Localized Operational Impacts

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Therefore, conservatively 10 percent of mobile sources has been assumed on-site and added up to other on-site emissions. *Table 4.1-20: Localized Significance of Operational Emissions (Unmitigated Alternate Project),* shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby sensitive receptors. Therefore, significant impacts related to LSTs would not occur during operational activities.

Table 4.1-20: Localized Significance of Operational Emissions (Unmitigated Alternate Project)

Activity	Pounds per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	5.42	18.07	4.62	1.54
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 200 meters)	*486*	*9,611*	*34*	*11*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Note: SRA Zone 33, 5-acre site, 500 meters to receptors; conservatively assumes 10 percent of mobile emissions are on-site.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

100 Percent E-Commerce Worst-Case Scenario

Localized Construction Impacts

*Table 4.1-21: Equipment-Specific Grading Rates (*100 Percent E-Commerce*),* is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Southwest San Bernardino Valley (SRA 33) since this area includes the Project. Project construction is anticipated to disturb a maximum of 3.5 acres in a single day. As the LST

guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 3.5-acre threshold were interpolated and utilized for this analysis.

Table 4.1-21: Equipment-Specific Grading Rates (100 Percent E-Commerce)

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Tractors	4	0.5	8	2
	Graders	0	0.5	8	0
	Dozers	3	0.5	8	1.5
	Scrapers	0	1	8	0
				Total Acres Graded per Day	**3.5**
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.					

Table 4.1-22: Localized Significance of Construction Emissions (Unmitigated 100 Percent E-Commerce*),* present the results of localized emissions during construction. *Table 4.1-22* shows that emissions of these pollutants on the peak day of construction, because construction, paving, and architectural coating activities are anticipated to overlap, these emissions have been combined. *Table 4.1-22* shows that emissions of these pollutants would not result in significant concentrations of pollutants at nearby sensitive receptors. Significant impacts related to LSTs would not occur during construction.

Table 4.1-22: Localized Significance of Construction Emissions (Unmitigated 100 Percent E-Commerce)

Construction Activity [a]	Pounds per Day							
	Nitrogen Oxide (NO_x)		Carbon Monoxide (CO)		Coarse Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)	
Site Preparation	40.50		21.15		9.77		6.13	
Grading	46.40		30.88		5.69		3.36	
Construction 2021	17.43		16.58		0.96		0.90	
Construction 2022	15.62	28.15 [b]	16.36	32.75 [b]	0.81	1.46 [b]	0.76	1.36 [b]
Paving	11.12		14.58		0.57		0.52	
Architectural Coating	1.41		1.81		0.08		0.08	
SCAQMD Localized Screening Threshold (adjusted for 3.5 acres at 200 meters)	*432*		*8,195*		*103*		*40.50*	
Exceed SCAQMD Threshold?	**No**		**No**		**No**		**No**	

Notes:
a. Daily regional construction emissions are estimated by assuming construction occurs at the earliest feasible date (i.e., a conservative estimate of construction activities).
b. 2022 construction, paving, and architectural coating sub-phase emissions are combined because they would potentially occur at the same time.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Localized Operational Impacts

The LST analysis only includes on-site sources. However, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. Therefore, conservatively 10 percent of mobile sources has been assumed on-site and added up to other on-site emissions. *Table 4.1-23: Localized Significance of Operational Emissions (Unmitigated 100 Percent E-Commerce),* shows that the maximum daily emissions of these pollutants during operations would not result in significant concentrations of pollutants at nearby

sensitive receptors. Therefore, significant impacts related to LSTs would not occur during operational activities.

Table 4.1-23: Localized Significance of Operational Emissions (Unmitigated 100 Percent E-Commerce)

Activity	Pounds per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions	7.78	23.14	5.54	1.71
SCAQMD Localized Screening Threshold (adjusted for 5 acres at 200 meters)	*486*	*9,611*	*34*	*11*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Note: SRA Zone 33, 5-acre site, 500 meters to receptors; conservatively assumes 10 percent of mobile emissions are on-site.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Criteria Pollutants Health Impacts

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502.). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme O_3 nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[2] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based federal ambient air quality standards. The federal ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Therefore, projects that do not exceed the SCAQMD's LSTs and mass emissions thresholds would not violate any air quality standards or contribute substantially to an existing or projected air quality violation and no criteria pollutant health impacts.

NO_X and ROG are precursor emissions that form O_3 in the atmosphere in the presence of sunlight where the pollutants undergo complex chemical reactions. It takes time and the influence of meteorological conditions for these reactions to occur, so O_3 may be formed at a distance downwind from the sources. Breathing ground-level O_3 can result in health effects that include reduced lung function, inflammation of airways, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, chest tightness, wheezing, or shortness of breath. In addition to these effects, evidence from observational studies strongly indicates that higher daily O_3 concentrations are associated with increased asthma attacks, increased hospital admissions, increased daily mortality, and other markers of morbidity. The consistency and coherence of the evidence for effects upon asthmatics suggests that O_3 can make asthma symptoms worse and can increase sensitivity to asthma triggers.

According the SCAQMD's 2016 AQMP, O_3, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB

[2] Code of Federal Regulation (CFR) [i.e. PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)), Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2016 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2023 would lead to sufficient NO_X emission reductions to attain the 1-hour O_3 standard by 2022. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards.

The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing O_3 levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

The 2016 AQMP also emphasizes that beginning in 2012, continued implementation of previously adopted regulations will lead to NO_X emission reductions of 68 percent by 2023 and 80 percent by 2031. With the addition of 2016 AQMP proposed regulatory measures, a 30 percent reduction of NO_X from stationary sources is expected in the 15-year period between 2008 and 2023. This is in addition to significant NO_X reductions from stationary sources achieved in the decades prior to 2008.

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project, Alternate Project, and the 100 Percent E-Commerce Worst-Case Scenario would be less than significant and would not exceed SCAQMD thresholds (refer to *Table 4.1-16* through *Table 4.1-23*). Localized effects of on-site Project emissions on nearby receptors were also found to be less than significant. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. However, as discussed above, neither the SCAQMD nor any other air district currently have methodologies that would provide Lead Agencies and CEQA practitioners with a consistent, reliable, and meaningful analysis to correlate specific health impacts that may result from a proposed project's mass emissions. Information on health impacts related to exposure to ozone and particulate matter emissions published by the U.S. EPA and CARB have been summarized above and discussed in the Regulatory Framework section. Health studies are used by these agencies to set the Federal and State AAQS. None of the health-related information can be directly correlated to the

pounds/day or tons/year of emissions estimated from a single, proposed project. Therefore, without thresholds and standards, there is no way to ascertain if there are health-related environmental impacts.

Carbon Monoxide Hotspots

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. As the CO hotspots were not experienced at the Wilshire Boulevard and Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections resulting from 976 additional vehicle trips attributable to the Project; 3,225 additional vehicle trips attributable to the Alternate Project; and 4,224 additional vehicle trips attributable to the 100 Percent E-Commerce Worst-Case Scenario. See the traffic impact analyses in DEIR *Appendix H* for traffic Data. Therefore, impacts would be less than significant.

Construction-Related Diesel Particulate Matter

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Construction of the Project, Alternate Project, and the 100 Percent E-Commerce Worst-Case Scenario would result in the generation of DPM emissions from the use of required off-road diesel equipment. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer.

The use of diesel-powered construction equipment would be temporary and episodic. The duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The California Office of Environmental Health Hazard Assessment (OEHHA) has

not identified short-term health effects from DPM. Construction is temporary and would be transient throughout the site (i.e., move from location to location) and would not generate emissions in a fixed location for extended periods of time which would limit the exposure of any proximate individual sensitive receptor to TACs.

Additionally, construction is subject to and would comply with California regulations (e.g., California Code of Regulations, Title 13, Sections 2485 and 2449), which reduce DPM and criteria pollutant emissions from in-use off-road diesel-fueled vehicles and limit the idling of heavy-duty construction equipment to no more than five minutes. These regulations would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions. Given the temporary and intermittent nature of construction activities likely to occur within specific locations in the Project site (i.e., construction is not likely to occur in any one location for an extended time), the dose of DPM of any one receptor is exposed to would be limited. Additionally, the closest sensitive receptors are located more than 700 feet away, which is more than the 1,000-foot buffer used by the SCAQMD and CARB to trigger the need for health risk assessments.

Therefore, considering the distance to sensitive receptors, the relatively short duration of DPM-emitting construction activity at any one location, and the highly dispersive properties of DPM, sensitive receptors would not be exposed to substantial concentrations of construction-related TAC emissions. A construction phase Health Risk Assessment (HRA) (see Draft EIR *Appendix A*) was conducted for the Project. Maximum (worst case) PM_{10} exhaust construction emissions over the entire construction period were used to approximate construction DPM emissions. Risk levels were calculated based on the California Office of Environmental Health Hazard Assessment (OEHHA) guidance document, Air Toxics Hot Spots Program Risk Assessment Guidelines (February 2015). Results of the assessment indicate that the cancer risk would be 3.75 in one million, which would not exceed the SCAQMD threshold of 10 in one million. Non-cancer hazards for DPM would be below SCAQMD threshold of 1.0, with a chronic hazard index computed at 0.004 and an acute hazard index of 0.030. Therefore, construction risk levels would be less than SCAQMD thresholds. Impacts would be less than significant.

Operational Diesel Particulate Matter

Project

An operational phase HRA (see Draft EIR *Appendix A*) was conducted based on the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and the SCAQMD Risk Assessment Procedures and the guidance from the California OEHHA. The analysis includes on-site and off-site impacts from the diesel trucks accessing the warehouse development on nearby residential and worker receptors. The operational HRA evaluates emissions from the Project, which has more truck trips and represents the worst-case scenario.

The On-Road Motor Vehicle Emission Inventory Model (EMFAC) 2017 version 1.0.2 was used to obtain the emission factors for in grams per mile for vehicle travel and grams per hour for vehicle idling. Truck emissions were based on the first possible year of operations for a fleet mix of various aged vehicles, as opposed to average emissions over a 30-year window. Trucks were assumed to travel at a speed of 45 to 55 miles per hour (mph) (depending on roadway) for off-site truck travel and 15 mph for on-site truck travel.

Idling emissions were represented in the model via line volume sources along each loading dock and 15 minutes of idling[3] for each truck was assumed. Truck travel emissions were represented in the model via line volume sources along local roads and inside the facility where the trucks are expected to travel. Trucking routes were determined per the traffic impact analysis conducted for the proposed Project.

Air dispersion modeling for the HRA was performed using the U.S. EPA AERMOD dispersion model. AERMOD is a steady-state, multiple-source, Gaussian dispersion model designed for use with emission sources situated in terrain where ground elevations can exceed the stack heights of the emission sources (not a factor in this case). AERMOD requires hourly meteorological data consisting of wind vector, wind speed, temperature, stability class, and mixing height. Uniform Cartesian receptors were used to evaluate the locations of the maximally exposed sensitive receptors. Surface and upper air meteorological data from the Fontana Monitoring Station provided by the SCAQMD was selected as being the most representative meteorology. In addition, National Elevation Dataset (NED) terrain data was imported into AERMOD for the Project. The modeling and analysis was prepared in accordance with the SCAQMD Modeling Guidance for AERMOD.[4]

Note that the concentration estimate developed using this methodology is conservative and is not a specific prediction of the actual concentrations that would occur at the Project site any one point in time. Actual 1-hour and annual average concentrations are dependent on many variables, particularly the number and type of vehicles and equipment operating at specific distances during time periods of adverse meteorology. A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on these worst-case exposure duration scenarios. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the OEHHA Guidance Manual. Only the risk associated with the worst-case location of the Project was assessed.

A health risk computation was performed to determine the risk of developing an excess cancer risk calculated on a 30-year exposure scenario using CARB's Risk Assessment Stand Alone Tool (RAST). Health risk were analyzed at the point of maximum impact and are a conservative estimate. The pollutant concentrations are then used to estimate the long-term cancer health risk to an individual as well as the non-cancer chronic health index.

The cancer and chronic health risks are based on the annual average concentration of PM_{10} (used as a proxy for DPM). As DPM does not have short-term toxicity values, acute risks were conservatively evaluated using hourly PM_{10} concentrations and the REL for acrolein. The chronic and carcinogenic health risk calculations are based on the standardized equations contained in the U.S. EPA *Human Health Evaluation Manual* (1991) and the OEHHA Guidance Manual (2015).

Based on the AERMOD outputs, the highest annual average diesel PM_{10} emission concentrations from diesel truck traffic near sensitive receptors would be 0.00042 µg/m^3. The calculations conservatively assume no cleaner technology with lower emissions in future years. As shown in *Table 4.1-24: Operational Risk Assessment Results,* the highest calculated carcinogenic risk resulting from the Project is 0.36 per

[3] An idling time of 15 minutes per truck has been used per SCAQMD recommendations. Although the Project is required to comply with CARB's idling limit of 5 minutes, the SCAQMD recommends the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling that occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

[4] South Coast Air Quality Management District, *SCAQMD Modeling Guidance for AERMOD*, http://www.aqmd.gov/home/air-quality/meteorological-data/modeling-guidance, accessed September 2020.

million. As shown, impacts related to cancer risk would be less than significant at nearby residential communities.

Table 4.1-24: Operational Risk Assessment Results

Exposure Scenario	Maximum Cancer Risk (Risk per Million)[1]	Significance Threshold (Risk per Million)	Exceeds Significance Threshold?
Residents	0.36	10	No
[1] The maximum cancer risk would be experienced at a single-family residence along Whittram Avenue to north of the Project site based on worst-case exposure durations for the Project, 95th percentile breathing rates, and 30-year averaging time.			
Refer to *Appendix A*.			

It should be noted that carcinogenic risks are calculated as the incremental probability of an individual developing cancer over a lifetime as a result of exposure to a potential carcinogen and are calculated using conservative modeling approaches that overestimate risk at the low exposure range predicted by the model. The oral and inhalation cancer slope factors are used to calculate the theoretical increased risk of an individual developing cancer based on the estimated daily exposure or dose, averaged over a lifetime. *Table 4.1-24* shows that impacts related to cancer risk would be less than significant at nearby residential communities. Therefore, the Project would not adversely impact neighboring disadvantaged communities (as defined by CalEnviroScreen[5]).

Acute and chronic impacts were also evaluated in the HRA. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the acute or chronic exposure by the reference exposure level. The highest maximum chronic and acute hazard index associated with both DPM and acrolein emissions from the Project would be 0.000084 and 0.000748, respectively. As a result, non-carcinogenic hazards are calculated to be within acceptable limits. Therefore, impacts would be less than significant.

Alternate Project and 100 Percent E-Commerce Worst-Case Scenario

Operational risk associated with the Alternate Project and the 100 Percent E-Commerce Worst-Case Scenario would be less than the risk evaluated above for the Project. DPM emissions from trucks are the primary source of operational risk. The Alternate Project and the 100 Percent E-Commerce Worst-Case Scenario would have 95 and 125 daily truck trips, respectively. These are both less than the 374 daily truck trips evaluated for the Project. Therefore, operational risk levels Alternate Project and the 100 Percent E-Commerce Worst-Case Scenario would be less than risk evaluated above for the Project.

Mitigation Measures

No mitigation is required.

Impact 4.1-4: ***Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

Level of Significance: No Impact

[5] The California Office of Environmental Health Hazard Assessment (OEHHA) developed CalEnviroScreen 3.0, which is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce scores for every census tract in the State.

Construction

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

During construction, emissions from construction equipment, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, impacts related to odors associated with the Project's construction-related activities would be less than significant.

Operations

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. As a result, the Project would not create objectionable odors. Therefore, impacts related to odors associated with the Project's operation-related activities would be less than significant.

Mitigation Measures

No mitigation is required.

4.1.5 Cumulative Impacts

Cumulative Construction Emissions

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards and nonattainment for O_3 and $PM_{2.5}$ for Federal standards. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project-specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative impact on air quality in the SCAB would not be cumulatively considerable. As shown in *Table 4.1-8* through *Table 4.1-10* above, Project construction-related emissions

by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

The SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the FCAA mandates. The analysis assumed fugitive dust controls would be utilized during construction, including frequent water applications. SCAQMD rules, mandates, and compliance with adopted AQMP emissions control measures would also be imposed on construction projects throughout the SCAB, which would include related projects. Therefore, Project-related construction emissions, combined with those from other projects in the area, would not substantially deteriorate local air quality. Construction emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Cumulative Operational Impacts

The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in *Table 4.1-12,* Project operational emissions would not exceed SCAQMD thresholds with the implementation of MM AQ-1 through MM AQ-5. As a result, operational emissions would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Implementation of operational MM AQ-1 through MM AQ-5 would reduce NO_X emissions by reducing the number of employee vehicles on-site, reducing the amount of time trucks spend idling, replacing older trucks with newer models, and limiting the amount of refrigerated space. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. With mitigation, operational emissions would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

Furthermore, compliance with SCAQMD Rule 2305 (Warehouse Indirect Source Rule) is required for all existing and proposed warehouses greater than 100,000 square feet. Warehouse operators are required to implement additional emission reduction strategies or pay mitigation fee to reduce emissions. Compliance with Rule 2305 would reduce project emissions below what is currently analyzed and also reduce cumulative emissions.

Alternate Project and 100 Percent E-Commerce Worst-Case Scenario

As shown in *Table 4.1-13* and *Table 4.1-14*, Project operational emissions for the Alternate Project and the 100 Percent E-Commerce Worst-Case Scenario would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Alternate Project and the 100 Percent E-Commerce Worst-Case Scenario would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Alternate Project and the 100 Percent E-

Commerce Worst-Case Scenario operations would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant.

4.2 BIOLOGICAL RESOURCES

This section of the Environmental Impact Report (EIR) identifies and evaluates potential impacts related to biological resources with the development of the Speedway Commerce Center Project (Project) within the Project area. The baseline data collection provides information on baseline conditions in the Project region from a literature search, review of existing data, and site surveys. Information used to prepare this section came from Glenn Lukos Associates, Inc. (GLA), *Biological Technical Report for the Napa Development Project, Located in the City of Rancho Cucamonga, County of San Bernardino, California, January 2021, Appendix B*.

The purpose of this analysis is to provide a description of existing biological resources on the Project site and to identify potentially significant impacts that could occur to sensitive biological resources from implementation of Project. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

4.2.1 Environmental Setting

Biological resources include common plant and animal species, and special-status plants and animals, as designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), National Marine Fisheries Service (NMFS) and, with respect to plant species, the California Native Plant Society (CNPS). Biological resources also include waters of the United States and the State of California, as regulated by the U.S. Army Corps of Engineers (USACE) and California Regional Water Quality Control Board (RWQCB), and streambed resources regulated by CDFW.

Project Site Setting

The Project site is comprised of two adjacent parcels that are bisected by a Burlington Northern Santa Fe (BNSF) railway line. The parcels consist of disturbed vacant land.

Historic aerial photography (dating as far back as 1938) appears to show that the majority of the Project site and environs have been dry-farmed for at least 30 years and then continued to be mechanically disturbed thereafter. A review of historic aerial photography shows as far back as 1938 and up until 1959, East Etiwanda Creek traversed through the westernmost portion of the Project site. Several scalebroom (*Lepidospartum squamatum*) occur at the western edge of the property, confirming that the Project site at one time was part of the wash and supported alluvial scrub habitat. However, the modification of the site through decades of farming, mechanical disturbance and flood control measures has removed all functional aspects of alluvial scrub within the Project site, with the remaining scalebroom being a remnant of the former habitat.

The Project site appears to support an underlying gravel or road base that is densely compacted throughout the site. Vegetation protruding from the compact gravel is comprised predominantly of disturbed ruderal species.

The National Cooperative Soil Survey has mapped the following soil types as occurring in the general vicinity of the Project site:

- Tujunga Loamy Sand, 0 to 5 Percent Slopes (TuB)
- Tujunga Gravelly Loamy Sand, 2 to 9 Percent Slopes (TvC)

The Tujunga Gravelly Loamy Sand is located along the eastern and western borders of the Project site, while the Tujunga Loamy Sand comprises the central portion of the Project site; see Exhibit 4: Soils Map of the Biological Technical Report in *Appendix B*. The Tujunga series consists of somewhat excessively drained nearly level to moderately sloping soils that formed on alluvial fans in granitic alluvium. Slopes are 0 to 9 percent. The soil is brown loamy sand and pale brown coarse sand that extends to a depth of 60 inches or more. The Tujunga soils are rapidly permeable and are used for irrigated crops such as citrus, grapes, grains, and potatoes.

Baseline Data Collection

GLA assembled data to identify biological and sensitive natural resources. The assembled data consists of the following main components:

- Evaluation of the Project site for aquatic resources (including wetlands and riparian habitat) subject to the jurisdiction of the USACE, RWQCB, and CDFW;
- Performance of vegetation mapping for the Project site; and
- Performance of habitat assessments, and site-specific biological surveys, to evaluate the presence/absence of special-status species.

The focus of the biological surveys was determined through initial site reconnaissance, a review of the California Natural Diversity Database (CNDDB), CNPS 8th edition online inventory, Natural Resources Conservation Service (NRCS) soil data, other pertinent literature, and knowledge of the region. Site-specific general surveys within the Project site were conducted on foot throughout the Project site for each target plant or animal species identified below.

Botanical Resources

A site-specific survey program was designed to accurately document the botanical resources within the Project site, and consisted of five components: (1) a literature search; (2) preparation of a list of target special-status plant species and special-status vegetation communities that could occur within the Project site; (3) general field reconnaissance surveys; (4) vegetation mapping according to the List of Vegetation Alliances and Associations; and (5) habitat assessments and focused surveys for special-status plants.

Literature Search

Prior to conducting fieldwork, pertinent literature on the flora of the region was examined. A thorough archival review was conducted using available literature and other historical records. These resources included the following:

- CNPS, Rare Plant Program Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39); and

- CNDDB for the U.S. Geological Survey (USGS) 7.5' quadrangles: Guasti and eight surrounding quadrangles.

Vegetation Mapping

Because the Project site consists of areas that are best described as developed and disturbed, there are no natural communities consistent with descriptions in the List of Vegetation Alliances and Associations (or Natural Communities List). The list is based on A Manual of California Vegetation, Second Edition or MCVII, which is the California expression of the National Vegetation Classification. Land-use/Land-cover types were mapped in the field directly onto a 200-scale (1"=200') aerial photograph. See *Figure 4.2-1: Vegetation Map*.

Special-Status Plant Species and Habitats Evaluated for the Project Site

A literature search was conducted to obtain a list of special status plants with the potential to occur within the Project site. The CNDDB was initially consulted to determine well-known occurrences of plants and habitats of special concern in the region. Other sources used to develop a list of target species for the survey program included the CNPS online inventory.

Based on this information, vegetation profiles and a list of target sensitive plant species and habitats that could occur within the Project site was developed and incorporated into a mapping and survey program to achieve the following goals: (1) characterize the vegetation associations and land use; (2) prepare a detailed floristic compendium; (3) identify the potential for any special status plants that may occur within the Project site; and (4) prepare a map showing the distribution of any sensitive botanical resources associated with the Project site, if applicable.

Botanical Surveys

Focused plant surveys for Special-Status Plants were conducted by GLA on April 27, 2020, on June 2, 2020, and August 26, 2020. Surveys were conducted in accordance with accepted botanical survey guidelines. Surveys were conducted at appropriate times based on precipitation and flowering periods. An aerial photograph, a soil map, and/or a topographic map were used to determine the community types and other physical features that may support sensitive and uncommon taxa or communities within the Project site. Surveys were conducted by following meandering transects within target areas of suitable habitat. All plant species encountered during the field surveys were identified and recorded following the above-referenced guidelines adopted by CNPS and CDFW.

Wildlife Resources

Wildlife species were evaluated and detected during field surveys by sight, call, tracks, and scat. Site reconnaissance was conducted in such a manner as to allow inspection of the entire Project site by direct observation, including the use of binoculars. Observations of physical evidence and direct sightings of wildlife were recorded in field notes during the visit.

General Surveys

Birds

During the general biological and reconnaissance survey within the Project site, birds were detected incidentally by direct observation and/or by vocalizations, with identifications recorded in field notes during the visit.

Mammals

During general biological and reconnaissance survey within the Project site, mammals were identified and detected incidentally by direct observations and/or by the presence of diagnostic sign (i.e., tracks, burrows, scat, etc.).

Reptiles and Amphibians

During general biological and reconnaissance surveys within the Project site, reptiles and amphibians were incidentally observed and identified. Habitats were examined for diagnostic reptile sign, which include shed skins, scat, tracks, snake prints, and lizard tail drag marks. All reptiles and amphibian species observed, as well as diagnostic sign, were recorded in field notes.

Special-Status Animal Species Evaluated for the Project Site

A literature search was conducted in order to obtain a list of special-status wildlife species with the potential to occur within the Project site. Species were evaluated based on two factors: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and 2) any other special-status animals that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs on the Project site.

Habitat Assessment for Special-Status Animal Species

Delhi Sands Flower Loving Fly Assessment

On May 22, 2020, a Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*) (DSFF) habitat assessment was conducted by Ecological Sciences. The site was examined on foot by walking a series of meandering transects across the subject property. Dominant plant species and other habitat characteristics present at the site were identified to assess the overall habitat value.

Small Mammal Assessment

On April 23, 2020, a Phase One Assessment was conducted by ENVIRA, for San Bernardino kangaroo rat (*Dipodomys merriami parvus*; SBKR) and Los Angeles Pocket Mouse (*Perognathus longimembris brevinasus*; LAPM). The habitat assessment included walking transects throughout the entire Project site and looking for evidence of LAPM or SBKR occupation including burrows, scat, tail-drags or footprints attributed to each species.

Focused Surveys for Special-Status Animals Species

Burrowing Owl

GLA conducted focused surveys for the burrowing owl (*Athene cunicularia*) for all suitable habitat areas within the Project site. Surveys were conducted in accordance with survey guidelines described in the 2012 CDFG Staff Report on Burrowing Owl Mitigation. The guidelines stipulate that four focused survey visits should be conducted between February 15 and July 15, with the first visit occurring between February 15 and April 15. The remaining three visits should be conducted three weeks apart from each other, with at least one visit occurring between June 15 and July 15. Focused surveys were conducted on April 14, May 5, June 2 and June 23, 2020. As recommended by the survey guidelines, the survey visits were conducted between morning civil twilight[1] and 10:00 AM. Weather conditions during the surveys were conducive to a high level of bird activity.

Surveys were conducted by walking meandering transects throughout areas of suitable habitat. Transects were spaced between 7 meters and 20 meters apart, adjusting for vegetation height and density, in order to provide adequate visual coverage of the survey areas. At the start of each transect, and at least every 100 meters along transects, the survey area was scanned for burrowing owls using binoculars. All suitable burrows were inspected for diagnostic owl sign (e.g., pellets, prey remains, whitewash, feathers, bones, and/or decoration) in order to identify potentially occupied burrows.

Jurisdictional Waters

GLA evaluated the Project site on April 14, 2020 to determine if potential jurisdictional waters were present. Prior to beginning the field evaluation, a 200-scale color aerial photograph and the previously cited USGS topographic maps were examined to determine if potential locations of USACE, RWQCB, or CDFW jurisdiction could be observed from the aerial photograph. The Project site was field checked to look for definable channels and/or wetland vegetation, soils and hydrology. Evaluation of the site for wetlands followed the methodology set forth in the *U.S. Army Corps of Engineers 1987 Wetland Delineation Manual* (Wetland Manual) and the *2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement* (Arid West Supplement) and Section 1600-1617 of the California Fish and Game Code (CFGC).

Existing Conditions

Vegetation Communities

As shown in *Figure 4.2-1: Vegetation Map*, the Project site supports developed and disturbed vegetation and land-use types. *Table 4.2-1: Summary of Vegetation/Land Use Types for the Project Site* provides a summary of the vegetation/land-use types.

[1] In the morning, civil twilight begins when the Sun is 6 degrees below the horizon.

Table 4.2-1: Summary of Vegetation/Land Use Types for the Project Site

Vegetation/ Land Use Type	On-site (Acres)	Offsite (Acres)	Total (Acres)
Developed	1.70	0.30	2.01
Disturbed	33.69	0.01	33.69
Total	**35.39**	**0.31**	**35.70**

Source: Glenn Lukos Associates, 2020.

Developed Lands

The Project site supports 2.01 acres of developed lands of which 1.70 acres occurs on-site and 0.30 acre is associated with the offsite improvement areas. Developed areas include existing access roads, pedestrian sidewalks, and a BNSF rail spur that bisects the Project site. These areas are predominantly unvegetated.

Disturbed Lands

The Project site supports 33.69 acres of disturbed lands that contain imported compacted material including gravel and road base. The Project site is approximately 50-percent vegetated with mostly non-native herbaceous ruderal species dominated by shortpod mustard (*Hirschfeldia incana*), Mediterranean schismus (*Schismus barbatus*), annual bursage (*Ambrosia acanthicarpa*), and Russian thistle (*Salsola australis*). Other common species includes doveweed (*Croton setiger*), Maltese star-thistle (*Centaurea melitensis*), cudweed (*Pseudognaphalium sp*.) and golden crownbeard (*Verbesina encelioides*).

As previously stated, until 1959 the westernmost portion of the Project site was traversed by East Etiwanda Creek. Through decades of farming, mechanical disturbance and flood control measures, the creek channel has since been realigned off site to the west. The Project site no longer supports alluvial scrub on-site. Only a trace amount of remnant alluvial species remains, including several scalebroom and a handful of giant eriastrum (*Eriastrum densifolium* ssp. *densifolium*).

In addition, the Project site supports a small amount of other native species including California croton (*Croton californicus*), telegraphweed (*Heterotheca grandiflora*), western sunflower (*Helianthus annuus*), and slender buckwheat (*Eriogonum gracile*).

Source: Glenn Lukos Associates, Inc., 2020.

FIGURE 4.2-1: Vegetation Map
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

Special-Status Vegetation Communities (Habitats)

The CNDDB identifies the following eight special-status vegetation communities for the Guasti and surrounding quadrangle maps: coastal and valley freshwater marsh, Riversidean alluvial fan sage scrub, southern California arroyo chub/Santa Ana sucker stream, southern coast live oak riparian forest, southern cottonwood willow riparian forest, southern riparian forest, southern sycamore alder riparian woodland, and southern willow scrub. The Project site does not contain any of these special-status vegetation types identified by the CNDDB.

Special-Status Plants

No special-status plants were detected at the Project site and none are expected to occur due to a lack of suitable habitat and high level of disturbance at the Project site. *Table 4.2-2: Special-Status Plants Evaluated for the Project Site* provides a list of special-status plants evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDB and CNPS as occurring (either currently or historically) on or in the vicinity of the Project site and 2) any other special-status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site.

Table 4.2-2: Special-Status Plants Evaluated for the Project Site

Vegetation/ Land Use Type	On-site (Acres)	Offsite (Acres)	Total (Acres)
Brand's star phacelia *Phacelia stellaris*	Federal: None State: None CNPS: Rank 1B.1	Coastal dunes and coastal sage scrub. Annual herb. Blooming from March - June.	Does not occur.
Braunton's milk-vetch *Astragalus brauntonii*	Federal: FE State: None CNPS: Rank 1B.1	Closed-cone coniferous forest, chaparral, coastal sage scrub, valley and foothill grassland. Usually carbonate soils. Recent burn or disturbed areas. Perennial herb. Blooming from January-August.	Does not occur.
California muhly *Muhlenbergia californica*	Federal: None State: None CNPS: Rank 4.3	Mesic habitats, including seeps and streambanks, in chaparral, coastal scrub, lower montane coniferous forest, and meadows. Perennial rhizomatous herb. Blooming June-September.	Does not occur.
California saw-grass *Cladium californicum*	Federal: None State: None CNPS: Rank 2B.2	Meadows and seeps, and alkaline or freshwater marshes and swamps. Perennial rhizomatous herb. Blooming from June-September.	Does not occur.
Catalina mariposa lily *Calochortus catalinae*	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal sage scrub, valley and foothill grassland. Perennial bulbiferous herb. Blooming from February-June.	Does not occur.
Chaparral ragwort *Senecio aphanactis*	Federal: None State: None CNPS: Rank 2B.2	Chaparral, cismontane woodland, coastal scrub. Sometimes associated with alkaline soils. Annual herb. Blooming from January-April.	Does not occur.
Chaparral sand-verbena *Abronia villosa* var. *aurita*	Federal: None State: None CNPS: Rank 1B.1	Sandy soils in chaparral, coastal sage scrub. Annual herb. Blooming from January-September.	Absent.

Vegetation/ Land Use Type	On-site (Acres)	Offsite (Acres)	Total (Acres)
Coulter's goldfields *Lasthenia glabrata* ssp. *coulteri*	Federal: None State: None CNPS: Rank 1B.1	Playas, vernal pools, marshes and swamps (coastal salt). Annual herb. Blooming from February-June.	Does not occur.
Coulter's matilija poppy *Romneya coulteri*	Federal: None State: None CNPS: Rank 4.2	Often in burns in chaparral and coastal scrub. Perennial rhizomatous herb. Blooming from March-July.	Absent.
California saw-grass *Cladium californicum*	Federal: None State: None CNPS: Rank 2B.2	Meadows and seeps, and alkaline or freshwater marshes and swamps. Perennial rhizomatous herb. Blooming from June-September.	Does not occur.
Coulter's saltbush *Atriplex coulteri*	Federal: None State: None CNPS: Rank 1B.2	Coastal bluff scrub, coastal dunes, coastal sage scrub, valley and foothill grassland. Occurring on alkaline or clay soils. Perennial herb. Blooming from March-April.	Does not occur.
Intermediate mariposa lily *Calochortus weedii var. intermedius*	Federal: None State: None CNPS: Rank 1B.2	Rocky calcareous soils in chaparral, coastal sage scrub, valley and foothill grassland. Perennial bulbiferous herb. Blooming from May-July.	Does not occur.
Lewis' evening-primrose *Camissoniopsis lewisii*	Federal: None State: None CNPS: Rank 3	Sandy or clay soils in coastal bluff scrub, cismontane woodland, coastal dunes, coastal scrub, and valley and foothill grassland. Annual herb. Blooming from March-June.	Absent.
Lucky morning-glory *Calystegia felix*	Federal: None State: None CNPS: Rank 3.1	Historically associated with wetland and marshy places, but possibly in drier situations as well. Possibly silty loam and alkaline soils. Meadows and seeps (sometimes alkaline), riparian scrub (alluvial). Annual rhizomatous herb. Blooming from March-September.	Does not occur.
Many-stemmed dudleya *Dudleya multicaulis*	Federal: None State: None NPS: Rank 1B.2	Chaparral, coastal sage scrub, valley and foothill grassland. Often occurring in clay soils. Perennial herb. Blooming from April-July.	Does not occur.
Mesa horkelia *cuneata* var. *puberula*	Federal: None State: None CNPS: Rank 1B.1	Sandy or gravelly soils in chaparral (maritime), cismontane woodland, and coastal scrub. Perennial herb. Blooming from February-September.	Does not occur.
Nevin's barberry *Berberis nevinii*	Federal: FE State: SE CNPS: Rank 1B.1	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian scrub. Perennial evergreen shrub. Blooming from February-June.	Does not occur.
Paniculate tarplant *Deinandra paniculata*	Federal: None State: None CNPS: Rank 4.2	Usually in vernally mesic, sometimes sandy soils in coastal scrub, valley and foothill grassland, and vernal pools. Annual herb. Blooming from April-November.	Absent.
Parry's spineflower *Chorizanthe parryi* var. *parryi*	Federal: None State: None CNPS: Rank 1B.1	Sandy or rocky soils in open habitats of chaparral and coastal sage scrub. Annual herb. Blooming from April- June.	Does not occur.
Plummer's mariposa lily *Calochortus plummerae*	Federal: None State: None CNPS: Rank 4.2	Granitic, rock soils within chaparral, cismontane woodland, coastal sage scrub, lower montane coniferous forest, valley and	Does not occur.

Vegetation/ Land Use Type	On-site (Acres)	Offsite (Acres)	Total (Acres)
		foothill grassland. Perennial bulbiferous herb. Blooming from May-July.	
Prairie wedge grass *Sphenopholis obtusata*	Federal: None State: None CNPS: Rank 2B.2	Cismontane woodland and seeps, foothill meadows. Occurring in mesic soils. Perennial herb. Blooming from April-July.	Does not occur.
Pringle's monardella *Monardella pringleii*	Federal: None State: None CNPS: Rank 1A	Coastal sage scrub with sandy soil. Annual herb. Blooming from April- July.	Does not occur.
Prostrate vernal pool navarretia *Navarretia prostrata*	Federal: None State: None CNPS: Rank 1B.1	Coastal sage scrub, valley and foothill grassland (alkaline), vernal pools. Occurring in mesic soils. Annual herb. Blooming from April-July.	Does not occur.
Robinson's pepper grass *Lepidium virginicum* var. *robinsonii*	Federal: None State: None CNPS: Rank 4.3	Chaparral, coastal sage scrub. Annual herb. Blooming from January-July.	Does not occur.
Salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum*	Federal: FE State: SE CNPS: Rank 1B.2	Coastal dune, coastal salt marshes and swamps. Annual herb (hemiparasitic). Blooming from May-October.	Does not occur.
Salt Spring checkerbloom *Sidalcea neomexicana*	Federal: None State: None CNPS: Rank 2B.2	Mesic, alkaline soils in chaparral, coastal sage scrub, lower montane coniferous forest, Mojavean desert scrub, and playas. Perennial herb. Blooming from March-June.	Does not occur.
San Bernardino aster *Symphyotrichum defoliatum*	Federal: None State: None CNPS: Rank 1B.2	Cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic). Perennial rhizomatous herb. Blooming from July-November.	Does not occur.
San Diego ambrosia *Ambrosia pumila*	Federal: FE State: None CNPS: Rank 1B.1	Chaparral, coastal sage scrub, valley and foothill grassland, vernal pools. Often in disturbed habitats. Perennial rhizomatous herb. Blooming from April-October.	Does not occur.
Santa Ana River woolly star *Eriastrum densifolium* ssp. *sanctorum*	Federal: FE State: SE CNPS: Rank 1B.1	Alluvial fan sage scrub, chaparral. Occurring on sandy or rocky soils. Perennial herb. Blooming from April- September.	Does not occur.
Slender-horned spineflower *Dodecahema leptoceras*	Federal: FE State: SE CNPS: Rank 1B.1	Sandy soils in alluvial scrub, chaparral, cismontane woodland. Annual herb. Blooming from April- June.	Absent.
Smooth tarplant *Centromadia pungens* ssp. *laevis*	Federal: None State: None CNPS: Rank 1B.1	Alkaline soils in chenopod scrub, meadows and seeps, playas, riparian woodland, valley and foothill grasslands, disturbed habitats. Annual herb. Blooming from April- September.	Absent.
Southern California black walnut *Juglans californica*	Federal: None State: None CNPS: Rank 4.2	Chaparral, cismontane woodland, coastal sage scrub, alluvial surfaces. Perennial deciduous tree. Blooming from March-August.	Does not occur.
White rabbit-tobacco *Pseudognaphalium leucocephalum*	Federal: None State: None CNPS: Rank 2B.2	Sandy or gravelly soils in chaparral, cismontane woodland, coastal scrub, and riparian woodland. Perennial herb. Blooming from July-December.	Absent.

Vegetation/ Land Use Type	On-site (Acres)	Offsite (Acres)	Total (Acres)

Notes:

Federal Status
FE – Federally Endangered
FT – Federally Threatened

State Status
SE – State Endangered
ST – State Threatened FC – Federal Candidate

CNPS
Rank 1A – Plants presumed extirpated in California and either rare or extinct elsewhere. Rank 1B – Plants rare, threatened, or endangered in California and elsewhere.
Rank 2A – Plants presumed extirpated in California, but common elsewhere.
Rank 2B – Plants rare, threatened, or endangered in California, but more common elsewhere. Rank 3 – Plants about which more information is needed (a review list).
Rank 4 – Plants of limited distribution (a watch list).

CNPS Threat Code extension
.1 – Seriously endangered in California (over 80% occurrences threatened)
.2 – Fairly endangered in California (20-80% occurrences threatened)
.3 – Not very endangered in California (<20% of occurrences threatened or no current threats known)

Occurrence
- Does not occur – The site does not contain habitat for the species and/or the site does not occur within the geographic range of the species.
- Absent – The site contains suitable habitat for the species, but the species has been confirmed absent through focused surveys.
- Not expected to occur – The species is not expected to occur on-site due to low habitat quality, however absence cannot be ruled out.
- Potential to occur – The species has a potential to occur on-site based on suitable habitat, however its presence/absence could not be confirmed.
- Present – The species was detected on-site incidentally or through focused surveys.

Source: Glenn Lukos Associates, 2021. DEIR *Appendix B*

Special-Status Plant Species

Santa Ana River Woolystar

Santa Ana River woolystar (*Eriastrum densifolium* subsp. *sanctorum*) is a member of the phlox family (POLEMONIACEAE) and is designated as a federal and state endangered species as well as a CNPS California Rare Plant Rank (CRPR) 1B.1 species. This perennial herb is known to occur in alluvial chaparral and coastal sage scrub from 90 to 610 meters (295 to 2,000 feet) mean sea level (MSL). Santa Ana River woolystar is known to occur from San Bernardino and Riverside counties and is known to bloom from May through September. The Santa Ana River woolystar is almost entirely confined to the Santa Ana River. The Santa Ana River woolystar was not detected during the focused plant surveys.

Slender-Horned Spine Flower

Slender-horned spine flower *(Dodecahema leptoceras*) is a member of the buckwheat family (POLYGONACEAE) and is a federal and state-listed endangered species as well as a CNPS List 1B.1 species. This annual herb is known to occur in late stage chaparral, cismontane woodland and coastal scrub on alluvial benches from 200 to 760 meters (656 to 2,490 feet) MSL. Slender-horned spine flower is known to occur in Los Angeles, San Bernardino and Riverside counties and is known to bloom from April through June.

As previously mentioned, a review of historic aerial photography (dating as far back as 1938) appears to show that the majority of the Project site and environs have been dry farmed for at least 30 years and then continued to be mechanically disturbed thereafter. Historic aerial photography shows as far back as 1938 and up until 1959, East Etiwanda Creek traversed through the westernmost portion of the western parcel of the Project site. However, through decades of farming, mechanical disturbance and flood control

measures, the Project site no longer supports alluvial scrub. The slender-horned spine flower was not detected during the focused plant surveys.

Wildlife

A total of 40 animal species, including invertebrates, reptiles, birds, and mammal, were recorded at the site, the majority of which are common to urban or disturbed areas. Two species of reptiles were observed, the common side-blotched lizard (*Uta stansburiana*) and Great Basin fence lizard (*Sceloporus occidentalis*).

Twenty-five bird species were observed within the Project site, none of which are considered special-status species. These include northern harrier (*Circus hudsonius*), red-tailed hawk (*Buteo jamaicensis*), American kestrel (*Falco sparverius*), killdeer (*Charadrius vociferus*), horned lark (*Eremophila alpestris*), rock pigeon (*Columba livia*), Eurasian collared-dove (*Streptopelia decaocto*), mourning dove (Zenaida macroura), white-throated swift (*Aeronautes saxatilis*), Anna's hummingbird (Calypte anna), Allen's hummingbird (*Selasphorus sasin*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), western kingbird (*Tyrannus verticalis*), American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), barn swallow (*Hirundo rustica*), cliff swallow (*Petrochelidon pyrrhonota*), northern rough-winged swallow (*Stelgidopteryx serripennis*), bushtit (*Psaltriparus minimus*), northern mockingbird (*Mimus polyglottos*), European starling (Sturnus vulgaris), house finch (*Carpodacus mexicanus*), lesser goldfinch (*Spinus psaltria*), and house sparrow (*Passer domesticus*).

Three mammal species were detected within the Project site, one of which is considered a special-status species, the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), which is discussed further below. The remaining two mammal species detected within the Project site included desert cottontail (*Sylvilagus audubonii*) and California ground squirrel (*Otospermophilus beecheyi*).

Special-Status Animals

Two special-status animals, the San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) and northern harrier (*Circus hudsonius*) were detected at the Project site. Two special-status bird species have a potential to occur on-site (foraging only): golden eagle (*Aquila chrysaetos*) and Swainson's hawk (*Buteo swainsoni*).

Table 4.2-3: Special Status Animals Evaluated for the Project Site, provides a list of special-status animals evaluated for the Project site through general biological surveys, habitat assessments, and focused surveys. Species were evaluated based on the following factors: 1) species identified by the CNDDB as occurring (either currently or historically) on or in the vicinity of the Project site, and 2) any other special-status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site.

Table 4.2-3: Special Status Animals Evaluated for the Project Site

Species Name	Status	Habitat Requirements	Potential for Occurrence
Invertebrates			
Crotch bumble bee *Bombus crotchii*	Federal: None State: None	Relatively warm and dry sites, including the inner Coast Range of California and margins of the Mojave Desert.	Not expected to occur.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Delhi-sands flower-loving fly *Raphiomidas terminatus abdominalis*	Federal: FE State: None	Fine, sandy soils often associated with wholly or partially consolidated dunes referred to as the "Delhi" series. Vegetation consists of a sparse cover, including Californica buckwheat, California croton, deerweed, and evening primrose.	Absent. Habitat assessment confirmed no suitable habitat.
Fish			
Arroyo chub *Gila orcutti*	Federal: None State: SSC	Slow-moving or backwater sections of warm to cool streams with substrates of sand or mud.	Absent.
Santa Ana speckled dace *Rhinichthys osculus* ssp. *3*	Federal: None State: SSC	Occurs in the headwaters of the Santa Ana and San Gabriel Rivers. May be extirpated from the Los Angeles River system. Requires permanent flowing streams with summer water temperatures of 17-20 C. Usually inhabits shallow cobble and gravel riffles.	Absent.
Santa Ana sucker *Catostomus santaanae*	Federal: FT State: None	Small, shallow streams, less than 7 meters in width, with currents ranging from swift in the canyons to sluggish in the bottom lands. Preferred substrates are generally coarse and consist of gravel, rubble, and boulders with growths of filamentous algae, but occasionally they are found on sand/mud substrates.	Absent.
Southern steelhead - southern California DPS *Oncorhynchus mykiss irideus*	Federal: FE State: None	Clear, swift-moving streams with gravel for spawning. Federal listing refers to populations from Santa Maria river south to southern extent of range (San Mateo Creek in San Diego county.)	Absent.
Amphibians			
Arroyo toad *Anaxyrus californicus*	Federal: FE State: SSC	Breed, forage, and/or aestivate in aquatic habitats, riparian, coastal sage scrub, oak, and chaparral habitats. Breeding pools must be open and shallow with minimal current, and with a sand or pea gravel substrate overlain with sand or flocculent silt. Adjacent banks with sandy or gravely terraces and very little herbaceous cover for adult and juvenile foraging areas, within a moderate riparian canopy of cottonwood, willow, or oak.	Absent.
Western spadefoot *Spea hammondii*	Federal: None State: SSC	Seasonal pools in coastal sage scrub, chaparral, and grassland habitats.	Absent.
Reptiles			
California glossy snake *Arizona elegans occidentalis*	Federal: None State: SSC	Inhabits arid scrub, rocky washes, grasslands, chaparral.	Absent.
Coastal whiptail *Aspidoscelis tigris stejnegeri (multiscutatus)*	Federal: None State: SSC	Open, often rocky areas with little vegetation, or sunny microhabitats within shrub or grassland associations.	Not expected to occur.
Coast horned lizard *Phrynosoma blainvillii*	Federal: None State: SSC	Occurs in a variety of vegetation types including coastal sage scrub, chaparral, annual grassland, oak woodland, and riparian woodlands.	Not expected to occur.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Red-diamond rattlesnake *Crotalus ruber*	Federal: None State: SSC	Habitats with heavy brush and rock outcrops, including coastal sage scrub and chaparral.	Not expected to occur.
San Diego banded gecko *Coleonyx variegatus abbotti*	Federal: None State: SSC	Primarily a desert species, but also occurs in cismontane chaparral, desert scrub, and open sand dunes.	Absent.
Southern California legless lizard *Anniella stebbinsi*	Federal: None State: SSC	Occurs primarily in areas with sandy or loose soil, or where there is plenty of leaf litter. Associated with coastal sage scrub, chaparral, coastal dunes, valley/foothill grasslands, oak woodland. pine forest, sandy washes and alluvial fans	Not expected to occur.
Two-striped garter snake *Thamnophis hammondii*	Federal: None State: SSC	Aquatic snake typically associated with wetland habitats such as streams, creeks, and pools.	Absent.
Western pond turtle *Emys marmorata*	Federal: None State: SSC	Slow-moving permanent or intermittent streams, small ponds and lakes, reservoirs, abandoned gravel pits, permanent and ephemeral shallow wetlands, stock ponds, and treatment lagoons. Abundant basking sites and cover necessary, including logs, rocks, submerged vegetation, and undercut banks.	Absent.
Birds			
Burrowing owl (burrow sites & some wintering sites) *Athene cunicularia*	Federal: None State: SSC	Shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and some artificial, open areas as a year-long resident. Occupies abandoned ground squirrel burrows as well as artificial structures such as culverts and underpasses.	Confirmed absent during focused surveys.
California black rail *Laterallus jamaicensis coturniculus*	Federal: None State: ST, FP	Nests in high portions of salt marshes, shallow freshwater marshes, wet meadows, and flooded grassy vegetation.	Absent.
Coastal cactus wren *Campylorynchus brunneicapillus sandiegensis*	Federal: None State: SSC	Occurs almost exclusively in cactus (cholla and prickly pear) dominated coastal sage scrub.	Absent.
Coastal California gnatcatcher *Polioptila californica*	Federal: FT State: SSC	Low elevation coastal sage scrub and coastal bluff scrub.	Absent.
Grasshopper sparrow (nesting) *Ammodramus savannarum*	Federal: None State: SSC	Open grassland and prairies with patches of bare ground.	Absent.
Golden eagle (nesting & wintering) *Aquila chrysaetos*	Federal: None State: FP	In southern California, occupies grasslands, brushlands, deserts, oak savannas, open coniferous forests, and montane valleys. Nests on rock outcrops and ledges.	Potential to occur for foraging only.
Least Bell's vireo (nesting) *Vireo bellii pusillus*	Federal: FE State: SE	Dense riparian habitats with a stratified canopy, including southern willow scrub, mule fat scrub, and riparian forest.	Absent.
Long-eared owl (nesting) *Asio otus*	Federal: None State: SSC	Riparian habitats are required by the long-eared owl, but it also uses live-oak thickets and other dense stands of trees.	Absent.

Species Name	Status	Habitat Requirements	Potential for Occurrence
Northern harrier (nesting) *Circus hudsonius*	Federal: None State: SSC	A variety of habitats, including open wetlands, grasslands, wet pasture, old fields, dry uplands, and croplands.	Present.
Southwestern willow flycatcher (nesting) *Empidonax traillii extimus*	Federal: FE State: SE	Riparian woodlands along streams and rivers with mature dense thickets of trees and shrubs.	Absent.
Swainson's hawk (nesting) *Buteo swainsoni*	Federal: None State: ST	Summer in wide open spaces of the American West. Nest in grasslands but can use sage flats and agricultural lands. Nests are placed in lone trees.	Potential to occur for foraging only.
Tricolored blackbird (nesting colony) *Agelaius tricolor*	Federal: None State: SCE, SSC	Breeding colonies require nearby water, a suitable nesting substrate, and open-range foraging habitat of natural grassland, woodland, or agricultural cropland.	Absent.
Western yellow-billed cuckoo (nesting) *Coccyzus americanus occidentalis*	Federal: FT State: SE	Dense, wide riparian woodlands with well-developed understories.	Absent.
Yellow rail *Coturnicops noveboracensis*	Federal: None State: SSC	Shallow marshes, and wet meadows; in winter, drier freshwater and brackish marshes, as well as dense, deep grass, and rice fields.	Absent.
Yellow warbler (nesting) *Setophaga petechia*	Federal: None State: SSC	Breed in lowland and foothill riparian woodlands dominated by cottonwoods, alders, or willows and other small trees and shrubs typical of low, open-canopy riparian woodland. During migration, forages in woodland, forest, and shrub habitats.	Absent.
Yellow-breasted chat (nesting) *Icteria virens*	Federal: None State: SSC	Dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories.	Absent.
Mammals			
Big free-tailed bat *Nyctinomops macrotis*	Federal: None State: SSC WBWG: MH	Roost mainly in crevices and rocks in cliff situations; also utilize buildings, caves, and tree cavities.	Absent.
Los Angeles Pocket Mouse *Perognathus longimembris brevinasus*	Federal: None State: SSC	Fine, sandy soils in coastal sage scrub and grasslands.	Absent. Habitat assessment confirmed no suitable habitat.
Northwestern San Diego pocket mouse *Chaetodipus fallax*	Federal: None State: SSC	Coastal sage scrub, sage scrub/grassland ecotones, and chaparral.	Absent.
Pallid bat *Antrozous pallidus*	Federal: None State: SSC WBWG: H	Deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting.	Absent.
Pocketed free-tailed bat *Nyctinomops femorosaccus*	Federal: None State: SSC WBWG: M	Rocky areas with high cliffs in pine-juniper woodlands, desert scrub, palm oasis, desert wash, and desert riparian.	Absent.

Species Name	Status	Habitat Requirements	Potential for Occurrence
San Bernardino kangaroo rat *Dipodomys merriami parvus*	Federal: FE State: SSC	Typically found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and floodplains, and along washes with nearby sage scrub.	Absent. Habitat assessment confirmed no suitable habitat.

Notes:

Federal Status
FE – Federally Endangered
FT – Federally Threatened
FPT – Federally Proposed Threatened
FC – Federal Candidate
BGEPA– Bald and Golden Eagle Protection Act

State Status
SE – State Endangered
ST – State Threatened
SC– State Candidate
CFP – California Fully-Protected Species
SSC – Species of Special Concern

Western Bat Working Group (WBWG)
H – High Priority
LM – Low-Medium Priority M – Medium Priority
MH – Medium-High Priority

Occurrence
- Absent – The species is absent from the site, either because the site lacks suitable habitat for the species, the site is located outside of the known range of the species, or focused surveys has confirmed the absence of the species.
- Not expected to occur – The species is not expected to occur on-site due to low habitat quality, however absence cannot be ruled out.
- Potential to occur – The species has a potential to occur on-site based on suitable habitat, however its presence/absence could not be confirmed.
- Present – The species was detected on-site incidentally or through focused surveys.

Source: Glenn Lukos Associates, 2021.

Special-Status Wildlife Species Observed within the Project Site

Northern Harrier (Circus cyaneus)

The northern harrier is a CDFW Species of Special Concern (SSC) for nesting. This species may forage on the Study area during migration and/or over winter in the general area. This species was detected flying over the Study area on one occasion during the field studies. There is no nesting habitat present. Because the status of this species is associated with nesting only, further analysis of the species is addressed under Raptor Use below.

San Diego Black-Tailed Jackrabbit (Lepus californicus bennettii)

The San Diego black-tailed jackrabbit is designated as a CDFW SSC. The black-tailed jackrabbit is widespread throughout the western United States but is absent from the higher elevations of the Rocky Mountains, the Sierra Nevada, and the Cascades. Black-tailed jackrabbits typically prefer open scrub and grassland habitats but are also found in non-natural areas, including agriculture and residential/urban development. They typically do not burrow but take shelter at the base of shrubs in shallow depressions called forms. Threats include habitat loss, habitat fragmentation, and isolation of populations. One San Diego black-tailed jackrabbit was observed on two occasions within the eastern portion of the Project site.

Special-Status Wildlife Species Not Observed but with a Potential to Occur at the Project Site

Burrowing Owl (Athene cunicularia hypugaea)

The burrowing owl is designated as a CDFW California SSC at burrow sites and some wintering sites. The burrowing owl breeds in much of southern California and western and mid-western U.S. The winter range is similar to the breeding range. The burrowing owl requires large open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal burrows, and may also use pipes, culverts, and nest boxes where burrows are scarce. This species appears to be seriously threatened with extirpation from central, western, and southern California because land development.

The burrowing owl was not detected during focused breeding surveys. Although the burrowing owl was not detected during focused breeding surveys, suitable habitat occurs on-site. Therefore, it is required that a preconstruction presence/absence survey for burrowing owl be conducted between 14 and 30 days prior to site disturbance.

Golden Eagle (Aquila chrysaetos)

The golden eagle is designated as a California Fully Protected Species and is considered a sensitive species when nesting or wintering. Golden eagles are sparsely distributed throughout most of California, occupying primarily mountain and desert habitats. Habitat for the golden eagle is typically grasslands, rolling foothills, mountain areas, sage-juniper flats, and desert within its range in California. The species requires large expanses for foraging and are not common in urbanized areas. Threats include habitat loss and fragmentation, and human disturbance. The golden eagle has a low potential for foraging only within the Project site. The Project site does not provide suitable nesting habitat.

Swainson's Hawk (Buteo swainsoni)

The Swainson's hawk is designated as a state-listed threatened species. Typical habitat of the Swainson's hawk is open desert, sparse shrub lands, grassland, or cropland with nests in scattered trees within these habitats. The nests are typically in isolated large trees and may be located along roadsides or near urban residential development. Threats associated with this species decline are unclear.

The Swainson's hawk has a low potential for foraging only within the Project site and is not expected to nest on-site due to a lack of suitable habitat including the absence of trees on the Project site.

Special-Status Wildlife Species Where Specific Habitat Assessments were Conducted

Delhi sands flower-loving fly (Rhaphiomidas terminatus abdominalis)

The DSFF is designated as a federally endangered species and is restricted (endemic) to the Colton Dunes that once covered over approximately 40 square miles in northwestern Riverside and southwestern San Bernardino counties in southern California in irregular patches.

The fly is tied to fine, sandy soils, often with wholly or partly consolidated dunes referred to as the "Delhi" series. The fly is typically found in relatively intact, open, sparse, native habitats with less than 50 percent vegetative cover. The vegetation type, desert sand-verbena series includes *Eriogonum fasciculatum*, *Croton californicus*, *Lotus scoparius*, and *Oenothera californica*. In some cases, *Eriogonum fasciculatum*, *Heterotheca grandiflora*, and *Croton californicus* are associated with the presence of Delhi sands flower-

loving fly. In addition, *Ambrosia acanthocarpa*, *Amsinkia intermedia*, *Eriastrum sapphirinum*, *Eriogonum thurberi*, *Lessingia glandulifera*, and *Eriastrum filifolium* have also been found in association with the fly.

Formerly widespread over the Colton Dunes, the DSFF now is restricted to 12 known populations, of which 11 are small and highly vulnerable to extinction. Virtually all populations occur in small, isolated habitat patches surrounded by incompatible land uses.

Extensive surveys for *R. t. abdominalis* indicate that it now occupies less than 2.5 percent of the total Delhi sands available because of conversion to other uses such as dairy and agriculture.

The Project site is located within the DSFF Ontario Recovery Unit boundary, but not within the DSFF Delhi sands mapped soils. However, the Project site does contain two of eight constituent soil types, Tujunga gravelly loamy sand and Tujunga loamy sand, identified as potentially suitable habitat for DSFF.

As previously mentioned, a DSFF habitat assessment for the Project site was conducted and did not detect any potential suitable habitat on-site.

Los Angeles Pocket Mouse (Perognathus longimembris brevinasus)

The LAPM is designated as a CDFW SSC. The historic range of the LAPM was estimated to be from Burbank and San Fernando in Los Angeles County east to the City of San Bernardino, San Bernardino County (the type locality). Its range extends eastward to the vicinity of the San Gorgonio Pass in Riverside County, and southeast to Hemet and Aguanga, and possibly to Oak Grove, in north-central San Diego County.

The habitat of the LAPM is described as being confined to lower elevation grasslands and coastal sage scrub habitats, in areas with soils composed of fine sands. This species occurs in open sandy areas in the foothills and valleys of southwestern California.

The Phase One habitat assessment conducted for the Project did not detect any signs (burrows, scat, tail-drags, footprints) attributable to LAPM within the Project site. LAPM burrows were observed offsite within East Etiwanda Creek.

San Bernardino Kangaroo Rat (Dipodomys merriami parvus)

The SBKR is designated as a federally endangered species and a CDFW SSC. The historic range of the subspecies SBKR lies west of the desert divide of the San Jacinto and San Bernardino mountains and extends from the San Bernardino Valley in San Bernardino County to the Menifee Valley in Riverside County.

The SBKR, a subspecies of the Merriam's kangaroo rat (*Dipodomys merriami*), typically is found in Riversidean alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. SBKR also occurs in other habitats in their range, including chaparral and even disturbed areas that are associated with alluvial processes.

Soil texture is a primary factor in this subspecies' occurrence. Sandy loam substrates allow for the digging of simple, shallow burrows. *D. merriami*, and other kangaroo rat species, actively avoid rocky substrates. Soils along occupied portions of the San Jacinto River include riverwash, Tujunga loam sand, Soboba cobbly loamy sand, Hanford coarse sandy loam, and Gorgonio loamy sand. All of these soils developed from granitic sources. However, as with vegetation types, the SBKR occurs in various soil types, so soil

alone cannot be used to rule out occupation. Live-trapping is considered the only way to confirm or rule out occupation.

Vegetation and other plant species consistent with SBKR occupation, includes California buckwheat (*Eriogonum fasciculatum*), scalebroom, California croton, yerba santa (*Eriodictyon sp.*), deerweed (*Lotus scoparius*), telegraphweed (*Heterotheca grandiflora*), western verbena (*Verbena lasiostachys*), and red-stemmed filaree (Erodium cicutarium). They also include a high percentage cover of invasive non-native grasses and ruderal species such as bromes (*Bromus spp.*), slender wild oat (*Avena barbata*), tocalote (*Centaurea melitensis*), and black mustard (*Brassica nigra*). These invasive species tend to preclude the SBKR where they grow in high densities. In most cases, SBKR scat and burrows are present but difficult to detect in disturbed habitat, indicating that the population occurs at very low or trace densities.

The highest quality habitat supports abundant SBKR surface sign and is almost free of invasive species (although all areas exhibit some disturbance in the form of exotics and ground disturbances). High-quality habitat supports California buckwheat, California croton, and deerweed as dominant species, and scattered Spanish bayonet (*Yucca whipplei*), cacti (*Opuntia* spp.) and a variety of native annual forbs such as phacelia (*Phacelia* sp.), lupine (*Lupinus* sp.), cryptantha (*Cryptantha* sp.), and popcorn flower (*Plagiobothrys* sp.). Such areas support little black mustard and brome grasses.

The Phase One habitat assessment conducted for the Project did not detect any sign (burrows, scat, tail-drags, footprints) attributable to the SBKR within the Project site. In addition, no evidence of SBKR sign offsite within East Etiwanda Creek was observed.

Raptor Use

The Project site is highly disturbed and devoid of trees. The Project site does not provide suitable nesting habitat, but does provide suitable foraging habitat for a number of raptor species, including special-status raptors. Southern California holds a diversity of birds of prey (raptors), and many of these species are in decline. For most of the declining species, foraging requirements include extensive open, undisturbed, or lightly disturbed areas, especially grasslands. This type of habitat has declined severely in the region, affecting many species, but especially raptors. A few species, such as red-tailed hawk (*Buteo jamaicensis*), Cooper's hawk (*Accipiter cooperii*), and American Kestrel (*Falco sparverius*) are somewhat adaptable to low-level human disturbance and can be readily observed adjacent to neighborhoods and other types of development. These species still require appropriate foraging habitat and low levels of disturbance in vicinity of nesting sites.

The Project site is highly disturbed, devoid of trees, and contains compacted soils. Nonetheless, the Project site provides some foraging resources for raptors. Three raptor species including the red-tailed hawk, northern harrier, and American kestrel were detected flying over the Project site. The Project site does not provide suitable nesting habitat for these species.

Nesting Birds

The Project site contains ground cover and shrubs that provide suitable habitat for nesting migratory birds. Impacts to nesting birds are prohibited under the Migratory Bird Treaty Act (MBTA) and CFGC. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 Code of Federal Regulation (CFR) Part 10, including feathers or other parts, nests, eggs, or products, except as

allowed by implementing regulations (50 CFR 21). In addition, sections 3505, 3503.5, and 3800 of the CFGC prohibit the take, possession, or destruction of birds, their nests or eggs.

Wildlife Linkages/Corridors and Nursery Sites

Habitat linkages are areas which provide a communication between two or more other habitat areas which are often larger or superior in quality to the linkage. Such linkage sites can be quite small or constricted, but may can be vital to the long-term health of connected habitats. Linkage values are often addressed in terms of "gene flow" between populations, with movement taking potentially many generations. The Project site does not support a habitat linkage, as it is fenced, is in a highly disturbed condition, lacks natural habitat or topography, and is predominantly surrounded by development.

Corridors are similar to linkages but provide specific opportunities for individual animals to disperse or migrate between areas, generally extensive but otherwise partially or wholly separated regions. Adequate cover and tolerably low levels of disturbance are common requirements for corridors. Habitat in corridors may be quite different than that in the connected areas, but if used by the wildlife species of interest, the corridor will still function as desired.

The Project site does not contain a wildlife corridor, as it is fenced, is in a highly disturbed condition, lacks natural habitat or topography, and is predominantly surrounded by development.

Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Nurseries can be important to both special-status species as well as commonly occurring species. As mentioned above, the Project site has the potential to support common species of nesting birds but does not support bird species that require nesting in rookeries.

Critical Habitat

The Project site is not located within areas mapped by USFWS as critical habitat.

Jurisdictional Waters

GLA evaluated the Project site on April 14, 2020 to determine if potential jurisdictional waters were present. Prior to beginning the field evaluation, a 200-scale color aerial photograph and the previously cited USGS topographic maps were examined to determine if potential locations of USACE, RWQCB, or CDFW jurisdiction could be observed from the aerial photograph. The Project site was field checked to look for definable channels and/or wetland vegetation, soils and hydrology. Evaluation of the site for wetlands followed the methodology set forth in the U.*S. Army Corps of Engineers 1987 Wetland Delineation Manual* (Wetland Manual) and the *2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Supplement* (Arid West Supplement) and Section 1600-1617 of the CFGC.

The evaluation determined that the Project site does not contain any jurisdictional waters subject to the jurisdiction of the USACE, RWQCB, or CDFW. The site lacks any channelized features that exhibit an ordinary high water mark (USACE/RWQCB jurisdiction) and a bed, bank and channel (CDFW jurisdiction), and the site does not support any wetlands or riparian vegetation.

4.2.2 Regulatory Setting

Federal

Federal Endangered Species Act (ESA)

The ESA provides for the listing of endangered and threatened species of plants and animals and the designation of critical habitat for these listed species. ESA regulates the "taking" of any endangered fish or wildlife species, per Section 9. As development is proposed, the responsible agency or individual landowner is required to consult with the USFWS to assess potential impacts on listed species (including plants) or the critical habitat of a listed species, pursuant to Sections 7 and 10 of the ESA. USFWS is required to determine the extent a project would impact a particular species. If USFWS determines that a project is likely to potentially impact a species, measures to avoid or reduce such impacts must be identified.

Following consultation and the issuance of a Biological Opinion, USFWS may issue an incidental take statement that allows for the take of a species if it is incidental to another authorized activity and will not adversely affect the existence of the species. Section 10 of the ESA provides for issuance of incidental take permits to non-federal parties in conjunction with the development of a habitat conservation plan (HCP). Section 7 of the ESA provides for permitting of projects where interagency cooperation is necessary to ensure that a federal action/decision does not jeopardize the existence of a listed species.

Migratory Bird Treaty Act

The MBTA (16 U.S. Code [USC] Section 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR 10.13. USFWS enforces the MBTA, which prohibits "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation.

Rivers and Harbors Appropriation Act of 1899

The Rivers and Harbors Appropriation Act of 1899 (Rivers and Harbors Act; 33 USC Section 403) prohibits the discharge of any material into navigable waters of the United States, or tributaries thereof, without a permit. The Act also makes it a misdemeanor to excavate, fill, or alter the course, condition, or capacity of any port, harbor, or channel; or to dam navigable streams without a permit.

Many activities originally covered by the Rivers and Harbors Act are now regulated under the Clean Water Act (CWA), discussed below. However, the 1899 Act retains relevance and created the structure under which the USACE oversees permitting under CWA Section 404.

Clean Water Act

Pursuant to Section 404 of the CWA, the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 80 Federal Register [FR] 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than

minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The RWQCB, divisions of the State Water Resources Control Board (SWRCB), provides oversight of the 401-certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that a proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

State

State of California Endangered Species Act (CESA)

The CESA, in combination with the California Native Plant Protection Act of 1977 (NPPA; CFGC Section 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists SSC based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease." CESA defines a threatened species as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species." Candidate species are defined as "a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list." Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the California Fish and Game Commission. Unlike the federal ESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating "no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided." Under CESA, "take" is defined as to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." Exceptions authorized by the state to allow "take" require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. CFGC Sections 1901 and 1913 provide that notification is required prior to disturbance. CDFW is

responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed special-status species are addressed through the issuance of a 2081 permit (Memorandum of Understanding).

California Environmental Quality Act

CEQA was established in 1970 as California's counterpart to the National Environmental Policy Act (NEPA; 42 USC Section 4321 et seq.). This statute requires state and local agencies to identify significant environmental impacts related to their actions and to avoid or mitigate those impacts, where feasible.

A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity that must receive some discretionary approval (meaning that the agency has the authority to deny the requested permit or approval) from a government agency that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment.

Natural Community Conservation Planning Act

In 1991, the California Natural Community Conservation Planning Act (NCCP Act; CFGC Section 1900 et seq.) was approved and the NCCP Coastal Sage Scrub program was initiated in southern California. California law (CFGC Section 2800 et seq.) established the NCCP program "to provide for regional protection and perpetuation of natural wildlife diversity while allowing compatible land use and appropriate development and growth." The NCCP Act encourages preparation of plans that address habitat conservation and management on an ecosystem basis rather than one species or habitat at a time.

California Fish and Game Code Sections 1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the CFGC, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not extend to tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and the applicant is the Lake or Streambed Alteration Agreement.

California Fish and Game Code Sections 3503, 3511, 3513, 3800, 4700, 5050, and 5515

Within California, fish, wildlife, and native plant resources are protected and managed by CDFW. The California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species. The following sections of the CFGC address protected species: Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). In addition, the protection of birds of prey is provided for in Sections 3503, 3513, and 3800 of the CFGC.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Act provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

The SWRCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCBs regulate discharges to surface waters under the CWA. In addition, the RWQCBs are responsible for administering the Porter-Cologne Act.

Pursuant to the Porter-Cologne Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 of the CWA is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional and Local Plans

County of San Bernardino Land Use Services, Planning Division

According to the County's Valley/Mountain Region Biotic Resources Overlay Map the Project site is located within the County of San Bernardino's Burrowing Owl Overlay Zone.[2] The burrowing owl is listed as an SSC by CDFW.

Rancho Cucamonga General Plan

According to the Resource Conservation Chapter of the City's General Plan, the Resource Conservation element focuses on preserving, protecting, conserving the limited natural resources in the City. The element indicates that "Wildlife resources include all of the plant and wildlife species located in natural areas, particularly in the hillsides and open space areas." There are no wildlife resources identified in the General Plan on, or in the vicinity of the Project site. However, this section of the Draft EIR provides the site-specific discussion of the biological resources that are present and identifies mitigation, as necessary to protect these resources. Consistent with the information in the General Plan, there are no sensitive plant, animal, or habitat communities present.

Project relevant General Plan policies for Biological resources are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. The Resource Conservation Element of the City's General Plan provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources contained in the City.

Goal RC-8 ***Protect wildlife habitats that support various plants, mammals, and other wildlife species.***

Policy RC-8.1 Preserve the integrity of riparian habitat areas, creek corridors, Riversidian Alluvial Fan Sage Scrub, bogs, and sensitive wildlife habitat that supports biological resources.

[2] San Bernardino County. 2012. San Bernardino County Valley/Mountain Regions Biotic Resources Overlay Map. http://www.sbcounty.gov/Uploads/lus/BioMaps/vly_mtn_all_biotic_resources_map_final.pdf (accessed January 2021).

City of Rancho Cucamonga Development Code, Chapter 17.80 – Tree Preservation

According to the City's Development Code Section 17.80 (City of Rancho Cucamonga 2012), trees shall be protected from indiscriminate cutting or removal, with emphasis on the protection and expansion of eucalyptus windrows. An approved Tree Removal Permit issued in compliance with Section 17.16.080 (Tree Removal Permit) is required to remove heritage trees, which are defined as any tree which meets at least one of the following criteria:

1) All eucalyptus windrows; or
2) Any tree in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured 4½ feet from ground level; or
3) Multi-trunk trees having a total diameter at breast height (DBH) of 30 inches or more as measured 4½ feet from ground level; or
4) A stand of trees the nature of which makes each dependent upon the others for survival; or
5) Any other tree as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

4.2.3 Standards of Significance

The following significance criteria for biological resources were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service;
- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.2.4 Project Impacts and Mitigation

Impact 4.2-1: ***Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Project and Alternate Project

The Project and Alternate Project propose the construction of two and one building(s), respectively, and associated infrastructure improvements. The Project would be developed on a previously vacant and disturbed site. Construction activities would include the demolition of existing infrastructure including utilities, road improvements associated with the easement on the west side of the property, and relocation of the overhead utility line. Demolition activities would be compliant with the City's Construction and Demolition Diversion Program. The site is located in an area that is surrounded by developed industrial property with infrastructure including roadways, electrical, and utilities. The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel. There are no trees on the site, however, the Project site contains ground cover and shrubs that provide suitable habitat for nesting migratory birds. Thus, there is a potential for nesting bird impacts to occur (see Mitigation Measure [MM] BIO-2).

Special-Status Plants

GLA conducted a habitat assessment for special-status (that is, rare, threatened, or endangered) plants on the Project site. The habitat assessment included focused plant surveys conducted in April, June, and August of 2020. No special-status plants were detected at the Project site and none are expected to occur due to a lack of suitable habitat. Although no special-status plants were detected on the Project site, during the field study on August 26, 2020, five giant eriastrum (*Eriastrum densifolium* subsp. *densifolium*) were detected within the southwestern portion of the site, part of East Etiwanda Creek. The Santa Ana River woolystar was not detected during the focused plant surveys. Additionally, the Project would not develop within the area of the East Etiwanda Creek, including any modification or alteration to the streambed and therefore would not impact any special-status or endangered species. The Project would not impact special-status plants due to a lack of suitable habitat for all species and the high level of site disturbance. Impacts on special-status plants during construction would be less than significant.

Special-Status Animals

The Project would result in the loss of habitat that supports or potentially supports one listed special-status species: Swainson's hawk. The Project would also result in the loss of habitat that supports or potentially supports the following non-listed special-status species: golden eagle, northern harrier, and San Diego black-tailed jackrabbit.

Impacts to Listed Species

Swainson's Hawks (Buteo swainsoni)

Development of the Project would remove 31.85 acres (disturbed lands) of potential foraging habitat for migrating Swainson's hawks during spring/fall and winter. Although this species is listed as Threatened by the state of California, CESA does not protect migrant habitat unless the habitat supports breeding/nesting, thus protection under CESA would not be triggered by the Project. Regardless, the removal of this amount of potential foraging habitat would not be a significant impact under CEQA. The number of individual Swainson's hawks potentially affected would be low.

Impacts to Non-Listed Species

In addition to the listed species discussed above, the Project would impact habitat for other non-listed, special-status species that have either been observed on the Project footprint, or that have the potential to occur.

Burrowing Owl (Athene cunicularia)

The burrowing owl is designated as a CDFW Species of Special Concern. Focused breeding surveys were conducted to determine presence/absence for burrowing owl. The burrowing owl was not detected during the focused breeding surveys and this species was confirmed absent from the Project site. However, due to the presence of suitable habitat detected on-site, a pre-construction burrowing owl survey is required to avoid potential impacts to burrowing owls during construction.

Los Angeles Pocket Mouse (LAPM)

The LAPM is designated as a CDFW Species of Special Concern. Phase One habitat assessments were conducted to determine the presence/absence for the LAPM. The assessment for the Project did not detect any signs (burrows, scat, tail-drags, footprints) attributable to LAPM within the Project site. LAPM burrows were observed offsite within East Etiwanda Creek. Due to the site conditions, lack of LAPM on-site, and foraging needs of the LAMP, there would not be a significant impact under CEQA.

San Bernardino Kangaroo Rat (SBKR)

The SBKR is a designated as a federally endangered species and a CDFW Species of Special Concern. A Phase One Assessment for the SBKR was performed for the Project site and did not detect any signs attributable to the SBKR. No signs of SBKR was observed offsite within the East Etiwanda Creek Channel. Due to the site conditions, lack of SBKR evidence on-site, and foraging needs for the SBKR, there would not be a significant impact under CEQA

Golden Eagle (Aquila chrysaetos)

The golden eagle is designated as a CDFW Species of Special Concern. Nesting for this species requires low levels of disturbance and occurs in locations not easily noticed and/or easily gotten to (e.g., high cliff face, top of power pole). There is no potential habitat for golden eagle within the Project site or in the vicinity. Development of the Project would remove 31.85 acres (disturbed lands) of potential foraging habitat. However, removal of this amount of potential foraging habitat would not be a significant impact under CEQA.

Northern Harrier (Circus cyaneus)

The northern harrier is designated as a CDFW Species of Special Concern for nesting. This species was detected flying over the Study area on one occasion during the field studies. The northern harrier may forage within the Study area during migration and/or over winter in the general area. The Study area supports an estimated 31.85 acres (disturbed lands). There is no nesting habitat present.

San Diego Black-Tailed Jackrabbit (Lepus californicus bennettii)

This species is designated as a CDFW Species of Special Concern. One San Diego black-tailed jackrabbit was observed on two occasions within the eastern portion of the Project site. Development of the Project would remove 31.85 acres (disturbed lands) of low-quality potential live-in habitat. The loss of potential live-in-habitat would not result in a substantial adverse effect on this species as a whole across its range, based on the small size of the Project site, the past and existing land uses and the level of disturbance. Therefore, proposed impacts to San Diego black-tailed jackrabbit would be less than significant under CEQA without mitigation.

The remainder of the special-status animal species studied were determined to be absent from or not expected to occur on the Project site. The Project would not have a significant impact on a special-status animals or habitat for special-status animals due to a lack of suitable habitat for most species and the Project site has a low potential to support burrowing owl. However, MM BIO-1 would require a pre-construction burrowing owl survey to avoid potential impacts to burrowing owls during construction. MM BIO-2 would require pre-construction surveys during the nesting season (February 1 through August 31) to avoid impacts to nesting birds. With implementation of MMs BIO-1 and BIO-2, potential construction impacts to burrowing owls and special-status animals would be less than significant with mitigation incorporated.

Mitigation Measures

MM BIO-1 In accordance with the CDFG Staff Report on Burrowing Owl (2012), a qualified biologist shall conduct a pre-construction presence/absence survey for burrowing owls between 30 and 14 days prior to site disturbance. If burrowing owls are detected on-site, the owls shall be relocated/excluded from the site outside of the breeding season following accepted protocols, and subject to approval by CDFW.

MM BIO-2 Vegetation clearing should be conducted outside of the nesting season (February 1 through August 31). If avoidance of the nesting season cannot be accomplished, then a qualified biologist shall conduct a nesting bird survey within three days prior any disturbance of the site, including disking and grading. If active nests are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically established buffers are greater for raptors than songbirds and depend upon the species, the nesting stage, and type of construction activity proposed. The buffer should generally be a minimum of 300 feet for raptors and 100 feet for songbirds; unless specifically determined by a qualified biologist familiar with the nesting phenology of the nesting species.

Operations

Project and Alternate Project

Operations of the Project and Alternate Project would not have a significant effect on special-status plants or animals. Once construction activities for the Project site are completed, no additional impacts would occur with operations as it relates to special-status species.

The Project site is surrounded by development on all sides, except to the west (Southern California Edison [SCE] easement), which borders the East Etiwanda Creek. The channel does not contain any riparian habitat or other habitat that would support sensitive bird species. As noted previously, results of the small mammal habitat assessment found evidence of LAPM burrows within this offsite channel. However, due to the fragmentation and modification of this section of the channel, the LAPM population (if present) would itself not represent a significant population relative to the broader species distribution, and any effects as result indirect means would not be considered significant. Furthermore, no additional improvements would be required by the Project including streambed alterations, within the East Etiwanda Creek that would impact biological resources identified. Therefore, edge effects such as lighting, noise, trash/debris, urban and stormwater run-off, toxic materials, exotic plant and animal infestation, dust, trampling, on special-status species would not occur. Thus, impacts will be less than significant, and no further mitigation is required.

Impact 4.2-2: ***Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project site does not support natural vegetation communities. The Project site is approximately 50-percent vegetated with mostly non-native herbaceous ruderal species. As shown in *Table 4.2-1*, the Project site would impact 2.01 acres of developed lands of which 1.70 acres occur on-site and 0.30 acre is associated with the offsite improvement areas. The Project would impact 33.69 acres of disturbed lands that contain imported compacted material including gravel and road base. The Project and Alternate Project would not impact riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations. Therefore, impacts on non-native vegetation communities or habitats would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.2-3: ***Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

The Project and Alternate Project would not impact jurisdictional waters. The jurisdictional delineation performed for the Project site concluded that the Project site does not contain waters subject to the jurisdictions of the USACE, Regional Board, or CDFW. As such, neither Project would require a USACE CWA Section 404 Permit, a Regional Board CWA Section 401 Water Quality Certification or CWC Section 13260 Waste Discharge Order, or a CDFW Section 1602 Streambed Alteration Agreement. Therefore, no impacts to jurisdictional waters would occur.

Mitigation Measures

No mitigation is required.

Impact 4.2-4: ***Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

The Project site is not located within a known migratory wildlife corridor nor does it serve as a wildlife nursery site. The site does not have any water resources that support fish species and the site would not be used as a migration corridor due to the presence of surrounding existing development/redevelopment. The Project site is predominately surrounded by areas that are disced, graded and roads that have been paved including SCE utility properties and easement. Specifically, the Project site is adjacent to an approximate 425-foot utility easement to the west. The SCE properties and easement are crossed by various roadways (Napa Street, Metrolink railroad, Whittram Avenue and, and driveways) and contains numerous dirt roads for access and is surrounded by existing development to the north and south. To the north, west, and east boundary, the easement connects to substantially fragmented and previously disturbed/developed areas. The Project site is enclosed by existing fencing and is bounded by the BNSF railway to the north, Napa Street to the south, the fenced East Etiwanda Creek to the west, and the fenced San Sevaine Channel to the east. The fencing that encloses the site limits any wildlife movement. The Project proposes new walls around the property, which would continue to limit any access to the site for wildlife movement. Further, the site is highly disturbed, lacks natural habitat or topography, and is predominantly surrounded by development. Therefore, no impacts to migratory wildlife or corridors would occur.

Mitigation Measures

No mitigation is required.

Impact 4.2-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

The Project and Alternate Project would not conflict with any local policies or ordinances protecting biological resources. The City's Development Code Section 17.80 protects trees from indiscriminate cutting or removal, with emphasis on the protection and expansion of eucalyptus windrows. The Biological Technical Report prepared for the Project did not identify any trees on the Project site, thus no trees would be removed during construction and the Project would be consistent with the City's Municipal Code as it pertains to tree preservation. Because the site has been disturbed and there are no identified biological resources that are subject to such regulation, no impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.2-6: Would the Project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

The Project site is not identified as a Conservation or Open Space Area in the City's Open Space and Conservation Plan, as shown on Figure RC-1 of the City's General Plan. Furthermore, the City does not have any areas that are covered by an adopted HCP, NCCP, or other approved State Habitat Conservation Plan. As a result, the Project would not conflict with an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

4.2.5 Cumulative Impacts

For purposes of biological resources, cumulative impacts are considered for projects located within the City of Rancho Cucamonga; see *Table 4-1, Cumulative Projects List*, *Section 4.0, Environmental Impact Analysis*. As discussed above, all Project and Alternate Project potential impacts to biological resources would be less than significant in consideration of compliance with existing laws, ordinances, regulations

and standards, and implementation of EIR mitigation measures. Cumulative projects would require implementation of the same measures as the Project, such as the MBTA and BUOW pre-construction surveys. One sensitive animal species, the San Diego black-tailed jackrabbit, was detected on site. The Project and Alternate Project would not have a cumulative impact on this species. There are no special-status plant or animal species with moderate or high potential to occur on the Project site. However, implementation of mitigation would avoid potential impacts to burrowing owls and nesting bird species that have even a low potential to occur on the Project site. In addition, the Project and Alternate Project would not impact jurisdictional waters of the U.S. or State.

As discussed above, Project-level impacts to biological resources would be less than significant. Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects. As a result, the proposed Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on biological resources.

4.3 CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the environmental and regulatory settings of cultural resources, as it relates to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records. Historically, the term "cultural resources" encompassed archaeological, historical, paleontological and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. However, with the recent changes to the California Environmental Quality Act (CEQA) Appendix G, paleontological resources are now included in the Geology and Soils analysis (see *Section 4.5*). Cultural resources can also include traditional cultural properties and places, including ceremonial and gathering areas, landmarks and ethnographic locations. Cultural resources also relate to archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records, which make a particular site or property unique or significant. Cultural resources are also discussed in *Section 4.12, Tribal Cultural Resources*. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making.

The analysis is based primarily on the cultural resources study contained in *Appendix C*, Cultural Resources Report, including: PaleoWest Archaeology's (PaleoWest) *Cultural Resources Assessment for the Napa Street Industrial Project in and near the City of Rancho Cucamonga, San Bernardino County, California* (CRA) dated January 7, 2021.

The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) Section 5024.1 to identify prehistoric archaeological and historic resources in the Project area and evaluates potential impacts that could result from implementation of the Project. In accordance with PRC Section 21082.3 and Government Code Section 6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.3.1 Environmental Setting

Ethnographic, Archaeological, and Historic Context

For information of the cultural setting and archeological and historical context, see *Appendix C*.

Speedway Commerce Center Historical Data

Prehistoric Setting

Prehistoric occupation of the inland valleys of southern California can be divided into seven cultural periods: Paleoindian (circa [ca.] 12,000–9,500 years before present [B.P.]); Early Archaic (ca. 9,500–7,000 B.P.); Middle Archaic (ca. 7,000–4,000 B.P.); Late Archaic (ca. 4,000–1,500 B.P.); Saratoga Springs (ca. 1,500–750 B.P.); Late Prehistoric (ca. 750–410 B.P.); and Protohistoric (ca. 410–180 B.P.), which ended in the ethnographic period. Due to the nature of prehistoric archaeological sites identified within one mile of the Project area, the prehistoric cultural setting discussed in the CRA begins at the Late Archaic period.

Brief City History

The word "Cucamonga" a Shoshone word for "sandy place," first appeared in a written record of the San Gabriel Mission dated 1811 (PaleoWest 2021). In the mid-1800s, Mexican authorities in Alta California made a number of large land grants in the valley. The 13,000-acre Ranch Cucamonga was granted to Los Angeles City Council president and businessman Tiburcio Tapia in 1839 and planted some of Rancho Cucamonga's first vineyards. After the acquisition of land and water (1877-1946) to the region, the formerly separate towns of Etiwanda, Cucamonga, and Alta Loma united to incorporate as the City of Rancho Cucamonga (City). Railroad construction and agricultural economic growth defined early Rancho Cucamonga, but the City is now largely residential, with some manufacturing and aerospace industries and retail businesses.

Methodology

Records Search

At the time of the CRA study, the California State University, Fullerton campus, which houses the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) was closed due to COVID-19. The physical closure of the university campus caused significant delays in obtaining record search results from the SCCIC. As such, PaleoWest's cultural resources database was reviewed to identify previously recorded cultural resources and studies located within a one-mile radius of the Project area. These data were supplemented by information obtained from three cultural resources reports that had been completed within the Project vicinity provided by the City (PaleoWest 2021). Non-confidential maps showing the location of known resources and past studies are provided in Appendix A of the CRA located in EIR *Appendix C*.

The records search results indicate that since 1985, no fewer than 28 previous cultural resource investigations have been conducted within one-mile of the Project area (See Table 4-1 of the CRA, EIR, *Appendix C*). Only one of these studies – SB-3591 – appears to intersect the Project area. Completed by Owen (1995), this study involved a cultural resource record search and management plan for the San Sevaine Redevelopment Project Area. The CRA identified no cultural resources within the Project area.

The review of the record search data indicate that 11 cultural resources have been previously documented within one mile of the Project area (See Table 4-2 of the CRA, EIR *Appendix C*). All of these resources date to the historic period and include three archaeological sites and eight built-environment (buildings and structures) resources. The CRA identified no prehistoric archaeological resources within the record search area.

The Project area lies within the mapped boundary of one of these resources, the Kaiser Steel Mill (CASBR-4131H). The Kaiser Steel Mill was built in 1947 and was one of the largest steel production mills west of the Mississippi. Previous cultural resources studies completed within the vicinity of the Project area found that by 2008, all of the major components of the mill had been demolished and the resource was no longer extant (PaleoWest 2021). Other resources documented within the immediate vicinity of the Project include CA-SBR-6847H (AT&SF), which lies along the northern boundary of the Project property.

Native American Heritage Commission (NAHC) Sacred Lands File Search

Please refer to *Section 4.12, Tribal Cultural Resources*, for information regarding the NAHC results.

Pedestrian Field Survey

A pedestrian field survey of the Project site was conducted in May 2020. Aside from the railroad, the only other development observed in the Project area was a transmission line and the remnants of a paved asphalt road. The transmission line consisted of a single set of metal and wooden poles that ran from the western edge of the property east and north across the Project area. A review of aerial photographs as part of the CRA indicated that the transmission line is constructed after 1994 and is therefore, less than 45 years of age.

The asphalt road remnant measures 12 to 22 feet in width and runs north from the southeastern corner of the Project site along the western edge of the property, before turning east and continuing for approximately 450 feet to loop and close onto itself. Historical maps available at NETROnline indicate that the road was built between 1959 and 1966. It may have been constructed to provide access to a building north of the Project site, which also appears to have been built between 1959 and 1996, or to allow farmworkers access to agricultural fields on the northwest portion of the Kaiser Steel Mill property.

Archival research found no evidence to indicate that the road remnant meets any of the criteria for listing in the CRHR either as an individual resource or as a contributor to the Kaiser Steel Mill (CA-SBR-4131H). It appears to be one of many roads built on the Kaiser Steel Mill property during the mid to late 20th century and cannot be associated with any events nor persons of historical significance that would qualify it for listing under Criteria 1 or 2. Furthermore, the road is similar in its materials, design, and construction to numerous other access roads in the area and does not exhibit any architectural or engineering merits that would set it apart from other roads (Criterion 3). Finally, additional study of the road is unlikely to provide important information on the history of the Kaiser Steel Mill (Criterion 4). A Department of Parks and Recreation (DPR) update to CA-SBR-4131H that includes a description of the road remnant is provided in Appendix C of the CRA in DEIR *Appendix C*.

No other prehistoric or historic archaeological remains, or historical built-environment resources, were identified as a result of the survey.

Existing Cultural Resources

The cultural resources study identified no archaeological or historical built environment resources that would be impacted by the Project. Information compiled on previously recorded cultural resources indicates that the Project lies within the mapped boundary of the historical Kaiser Steel Mill (CA-SBR-4131H). However, little evidence of the resource was identified within the Project area during pedestrian survey and archival information suggests that this portion of the steel mill property was primarily used for agricultural purposes. The remnants of an asphalt road constructed sometime between 1959 and 1966 were documented as part of the survey effort. The road appears to have been used to access agricultural fields on the northwest corner of the steel mill property or possibly a building that lies just north of the Project area. Archival research found no evidence to indicate that the road is of historical significance. Previous cultural resources studies conducted within the Project vicinity indicate that the major components of the mill, which lie south and east of the Project site, have been demolished and the

resource is no longer extant. Archival information also suggests that the Metropolitan Water District's Upper Feeder Aqueduct was constructed through the southern portion of the Project area in the 1930s. The Project is not anticipated to impact the buried historic-era water pipeline.

Although the presence of creeks and washes within the Project vicinity suggests the area may have been attractive to prehistoric groups both as a source of water and resource procurement area, the lack of identified prehistoric resources suggests the Project site is not highly sensitive to prehistoric archaeological remains. Furthermore, because the Project site was primarily used for agricultural purposes, it is unlikely to contain significant historic period archaeological deposits.

4.3.2 Regulatory Setting

Federal

National Historic Preservation Act of 1966

Enacted in 1966 and amended in 2000, the National Historic Preservation Act (NHPA) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the Federal, State, and local levels. The NHPA authorized the expansion and maintenance of the Natural Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assisted Native American tribes to preserve their cultural heritage and created the Advisory Council on Historic Preservation (ACHP).

Natural Register of Historic Places

The NRHP was established by the NHPA of 1966, as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's historic resources and to indicate what properties should be considered for protection from destruction or impairment" (Code of Federal Regulations [CFR] 36 Section 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, state, and local levels.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria:

1. Are associated with events that have made a significant contribution to the broad patterns of our history;
2. Are associated with the lives of persons significant in our past;
3. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
4. Have yielded, or may be likely to yield, information important in prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for listing in the NRHP. In addition to meeting the criteria of significance, a property must have integrity.

Integrity is defined as "the ability of a property to convey its significance." The NRHP recognizes seven qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance.

Section 106 of the National Historic Protection Act

It is possible, although unlikely, that the Project would be subject to the federal permitting processes under "Section 106 review". Although at this time, it is not anticipated any federal action or approval would be required, under Section 106 of the NHPA, federal agencies are required to consider the effects of their actions on places that are listed in, or eligible for listing in, the NRHP.

National Register Bulletin (NRB) 38

The National Park Service (NPS) has prepared guidelines to assist in the documentation of Traditional Cultural Properties (TCPs) by public entities. While it is federal guidance, it serves as the best and most recognized guidance for identifying TCPs. NRB 38 is intended to be an aid in determining whether properties have traditional cultural significance and if they are eligible for inclusion in the NRHP. It is also intended to assist federal agencies, SHPO, Certified Local Governments, tribes, and other historic preservation practitioners who need to evaluate such properties when considering their eligibility for the NRHP as part of the review process prescribed by the ACHP.

Archaeological Resources Protection Act

The purpose of the Archaeological Resources Protection Act of 1979 (ARPA) (16 U.S.C. Section 470aa et seq.) is to ensure preservation and protection of archaeological resources on public and Native American lands. ARPA places primary emphasis on a Federal permitting process in order to control the disturbance and investigation of archaeological sites on these lands. In addition, ARPA's protective provisions are enforced by civil penalties for violation of the Act.

Under this regulation, the term "archaeological resources" includes but is not limited to: pottery, basketry, bottles, weapons, weapon projectiles, tools, structures or portions of structures, pit houses, rock paintings, rock carvings, intaglios, graves, human skeletal materials, or any portion or piece of any of the foregoing items. Non-fossilized and fossilized paleontological specimens, or any portion or piece thereof, shall not be considered archaeological resources, under the regulations under this paragraph, unless found in an archaeological context. No item shall be treated as an archaeological resource under regulations under this paragraph unless such item is at least 100 years of age.

ARPA mandates consultation procedures before initiation of archaeological research on Native American lands or involving Native American archaeological resources. 16 U.S.C. Section 470cc(c) requires Native American tribes be notified of possible harm to, or destruction of, sites having religious or cultural significance to that group. The Federal land manager must notify affected tribes before issuing the permit for archaeological work. 16 U.S.C. Section 470cc(g)(2) specifies that permits to excavate or remove archaeological resources from Indian lands require consent of the Native American or Native American tribe owning or having jurisdiction over such lands. The permit, it is also stipulated, must include such terms and conditions as may be requested by the affected Native Americans.

State

California Register of Historical Resources (CRHR)

Created in 1992 and implemented in 1998, the CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC Section 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest (PHI) program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission (SHRC) determines that it meets any of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1**: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- **Criterion 2**: It is associated with the lives of persons important in our past.
- **Criterion 3:** It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- **Criterion 4:** It has yielded, or may be likely to yield, information important in history or prehistory.

Under PRC Section 5024.1 and 14 California Code of Regulations [CCR] Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association.

Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR based on its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

California Points of Historical Interest

California PHI are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHI designated after December 1997 and recommended by the SHRC are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation is retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a PHI, a resource must meet at least one of the following criteria: (1) it is the first, last, only, or most significant of its type within the local geographic region (City or county); (2) it is associated with an individual or group having a profound influence on the history of the local area; or (3) it is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

California Environmental Quality Act

The proposed Project is subject to compliance with CEQA which requires public agencies to assess a project's impact on cultural resources. The first step in the process is to identify cultural resources that may be impacted by the project and then determine whether the resources are "historically significant" resources.

CEQA defines historically significant resources as "resources listed or eligible for listing in the California Register of Historical Resources (CRHR)" (PRC Section 5024.1). A cultural resource may be considered historically significant if the resource is 45 years old or older and possesses integrity of location, design, setting, materials, workmanship, feeling, and association.[1] In addition, it must meet any of the following criteria for listing on the CRHR:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history (Public Resources Code Section 5024.1).

Cultural resources are buildings, sites, humanly modified landscapes, traditional cultural properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. A resource can also be determined historically significant under CEQA by virtue of being included in a local register of historical resources regardless of CRHR eligibility (see Title 14 CCR Section 15064.5(a)(2)). CEQA states that if a project will have a significant impact on important cultural resources, deemed "historically significant," then project alternatives and mitigation measures must be considered. Additionally, the Office of Historic Preservation may choose to comment on the CEQA compliance process for specific local government projects in an informal capacity but does not seek to review all projects that may affect historically significant cultural resources under CEQA provisions.

Health and Safety Code Section, 7050.5 and 7052

State Health and Safety Code (HSC), Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must

[1] The Office of Historic Preservation (OHP) guidelines recognize a 45-year-old criteria threshold for documenting and evaluating cultural resources (OHP 1995:2). This guideline assumes a 5-year lag between resource identification and the date that planning decisions are made. The age threshold is an operational guideline and not specific to CEQA statutory or regulatory codes.

be notified. HSC Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

More precisely, if human remains are encountered, HSC Section 7050.5 states that:

a) "Every person who knowingly mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor, except as provided in Section 5097.99 of the PRC. The provisions of this subdivision shall not apply to any person carrying out an agreement developed pursuant to subdivision (l) of Section 5097.94 of the PRC or to any person authorized to implement Section 5097.98 of the PRC.

b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

c) If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission."

California Public Records Act

Sections 6254(r) and 6254.10 of the California Public Records Act (Government Code Section 6250 et seq.) were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects…maintained by, …, the Native American Heritage Commission….". Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports maintained by, or in the possession of, the Department of Parks and Recreation, the SHRC, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a California Native American tribe and a state or local agency."

California Penal Code, Section 622.5

California Penal Code, Section 622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

California Native American Graves Protection and Repatriation Act: Health & Safety Code, §8010 et seq.

Enacted in 2001, the California Native American Graves Protection and Repatriation Act (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

Local

City of Rancho Cucamonga Preservation Ordinance

The City has a preservation ordinance that is set forth in Municipal Code Chapter 2.24. It states that the City of Rancho Cucamonga recognizes that the protection, enhancement, perpetuation and use of resources of historic, cultural, and architectural significance, located within the City of Rancho Cucamonga are of aesthetic and economic value to the City. These resources contribute to the City's character, atmosphere and reputation, and the economic, cultural and aesthetic standing of this City. Therefore, it is imperative that the City safeguard these irreplaceable resources for the welfare, enjoyment and education of the present and future community.

City of Rancho Cucamonga Local Register and Inventory of Historic Resources

The City maintains a local registry of historic resources that lists the residential, commercial, and other properties that have been determined to be historic landmarks in the city. In addition, the City also maintains a list of properties that are listed in and eligible for listing in the NRHP and CRHR and appear to be eligible for recognition by local government. This list also includes resources that have been determined ineligible for listing on the NRHP and CRHR

Ordinance No. 848

The City of Rancho Cucamonga Historic Preservation Ordinance (Ordinance No. 848) was adopted by City Council in 2011 and allows the City Council to designate Historic Landmarks, Points of Historic Interest, and Historic Districts as described below:

Designation Criteria for Historic Landmarks

- The [City] Council may designate a property as a Historic Landmark if it meets the requirements of both paragraphs B and C of this Section.
- Historic Landmarks must meet at least one of the following:

- It is or was once associated with events that have made significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- It is or was once associated with persons important to local, California, or national history.
- It embodies the distinctive characteristic of a type, period, or method of construction.
- It represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.

- Historic Landmarks must retain integrity from their period of significance with respect to its location, design, setting, materials, workmanship, feeling, association, or any combination of these factors. A proposed landmark need not retain all such original aspects, but must retain sufficient integrity to convey its historic, cultural, or architectural significance. Neither the deferred maintenance of a proposed landmark nor its depilated condition shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to particular characteristics that support the property's eligibility.

Designation Criteria for Points of Historic Interest

- The Council may designate a property as a Point of Historic Interest, if it meets the requirements applicable to Historic Landmarks under paragraph B of Section 2.24.050. Points of Historic Interest shall not be required to retain integrity from their periods of significance.
- Designated Points of Historic Interest shall not be subject to the same restrictions applicable to designated Historic Landmarks and Contributing Resources.
- Nothing in this Section shall be construed as limiting or foreclosing analysis of the impacts of a proposed project on a Point of Historic Interest under CEQA.
- The Commission shall maintain a current register of Points of Historic Interest for public use and information.

Designation Criteria for Historic Districts and Conservation Districts

- The Council may designate a property or collection of properties as a Historic District if the proposed district meets the requirements of both paragraphs B and C of this paragraph Section.
- Historic Districts must meet at least one of the following criteria:
  - It has an identifiable, clear, and distinct boundary that possesses a significant concentration of structures sharing common historical, visual, aesthetical, cultural, archaeological, or architectural plan or physical development; or
  - It demonstrates character, interest, or value as part of the development, heritage, or cultural characteristics of the community, state, or country; or
  - It is the site of a significant local, state, or national event; or
  - It is associated with the lives of persons important to local, state, or national history; or

  - It is identifiable as the work of a master builder, designer, architect, artist or landscape architect whose individual work has influenced the development of the community, county, state, or country.

- Historic Districts must retain integrity from their period of significance with respect to its location, design, setting, materials, workmanship, feeling and association. Not all properties or structures in a proposed district need to retain all such original aspects, but a substantial number of such properties and structures must retain sufficient integrity to convey the historic, cultural, or architectural significance of the district. Neither deferred maintenance within a proposed district nor the dilapidated condition of its constituent buildings and landscapes shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to the particular characteristics that support the district's eligibility.
- Conservation Districts: The Council may designate a property or collection of properties that do not qualify as a Historic District as a Conservation District is the proposed district has either:
  - A Distinctive, cohesive, and identifiable setting, character, or association that make it unique and an integral part of the City's identify; or
  - A recognized neighborhood identity and a definable physical character and either high artistic value or a relationship urban centers or Historic Districts that makes conservation of the proposed Conservation District essential to the City's history or function.

City of Rancho Cucamonga General Plan 2010

Managing Land Use, Community Design, and Historic Resources (MCH) Element

The purpose of the MCH Element is to provide strategic development efforts to provide a sustainable balance of residential, commercial, industrial, and recreational uses. The primary challenge is to determine the best use for remaining infill projects, and to guide re-use of aging commercial properties for long-term community and property owner benefit. Specifically, this section will discuss the goals associated with cultural resources.

Goal LU-16 ***Protect historic resources.***

Policy LU-16.1 Incorporate historic preservation principles into the City's project review process.

4.3.3 Standards of Significance

The following significance criteria for cultural resources were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

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

4.3.4 Project Impacts and Mitigation

Impact 4.3-1: ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

Level of Significance: Less than Significant Impact

Construction

Project and Alternate Project

Construction of the Project and Alternate Project would not cause a substantial adverse change in the significant of a historical or archaeological resource pursuant to Section 15064.5. As discussed in *Section 4.3.1* under Methodology, at the time of the CRA, the SCCIC of the CHRIS was closed due to COVID-19. The physical closure of the university campus caused significant delays in obtaining record search results from the SCCIC. As such, PaleoWest's cultural resources database was reviewed to identify previously recorded cultural resources and studies located within a one-mile radius of the Project area. These data were supplemented by information obtained from three cultural resources reports previously completed within the Project vicinity and provided by the City (PaleoWest 2021). The records search conducted by PaleoWest indicated that since 1985, no fewer than 28 previous cultural resource investigations have been conducted within one-mile of the Project area. Only one of these studies, SB-3591, appears to intersect the Project area. Completed by Owen (1995), this study involved a cultural resource record search and management plan for the San Sevaine Redevelopment Project Area. The study identified no cultural resources within the Project area.

Review of the record search data indicated that 11 cultural resources deemed historical have been previously documented within one mile of the Project area (Refer to Table 4-2 in the CRA, EIR, *Appendix C*). All of these resources date to the historic period and include three archaeological sites and eight built-environment (buildings and structures) resources. No prehistoric archaeological resources were identified within the record search area. The Project area lies within the mapped boundary of one of these resources, the Kaiser Steel Mill (CASBR-4131H). The Kaiser Steel Mill was built in 1942 and was one of the largest steel production mills west of the Mississippi. The only evidence of the resource identified within the Project area during the pedestrian survey was the remnants of an access road. No data was found to indicate that the road remnant contributes to the historical significance of the Kaiser Steel Mill. Previous cultural resources studies conducted within the Project vicinity indicate that the major components of the mill, which lie south and east of the Project site, have been demolished and the resource is no longer extant (PaleoWest 2021). Archival information suggests this portion of the steel mill property was primarily used for agricultural purposes.

Archival information also determined that the Metropolitan Water District's Upper Feeder Aqueduct was constructed through the southern portion of the Project area in the 1930s. Project implementation is not anticipated to impact the buried historic-era water pipeline. Other resources documented within the immediate vicinity of the Project site include CA-SBR-6847H (AT&SF), which lies along the site's northern boundary. Further, two additional resources, CA-SBR-7099H (sewer line), and the Etiwanda Railway Siding identified during the cultural resource literature review and records search have all been determined ineligible for listing on the NRHP and CRHR.

Operations

Project and Alternate Project

Following completion of construction and disturbances of the Project site, the Project and Alternate Project would include use for industrial warehousing or E-Commerce. These land use operations would not impact any known or unknown historical resources as the operations would occur within the building(s), and designated operational areas. Therefore, operation of the Project site would have no impact on cultural resources.

Because no historic resources were identified within the Project site, implementation of the proposed Project would not be expected to cause a substantial adverse change to an historic resource. Therefore, impacts on historic resources would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.3-2: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Project and Alternate Project

A significant impact would occur if grading and construction activities result in a substantial adverse change in the significance of a unique archaeological resource as defined in PRC Section 21083.2, or state CEQA Guidelines Section 15064.5 if (1) a resource listed in or determined to be eligible by the SHRC, for listing in the CRHR (PRC Section 5024.1 and Title 14 CCR, Section 4850 et seq.) is adversely affected and; (2) if grading and construction activities would result in a substantial adverse change in the significance of an archaeological resource determined to be "historic" or "unique." As defined in PRC Section 21083.2, a "unique" archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to CEQA, if a resource is neither unique nor historical, the effects of a project on that resource will not be considered significant effects on the environment (CEQA Guidelines Section 15064(C)(4)).

Refer to ***Impact 4.3-1*** for discussion regarding the presence of historical resources. Although the presence of creeks and washes within the Project vicinity suggests the area may have been attractive to prehistoric

groups both as a source of water and resource procurement area, the lack of identified prehistoric resources suggests the Project site is not highly sensitive to prehistoric archaeological remains. Further, because the Project site was primarily used for agricultural purposes, it is unlikely to contain significant historic period archaeological deposits.

Operations

Project and Alternate Project

Impacts associated with operation of the Project site would be the same as discussed in ***Impact 4.3-1***, above. Following completion of construction and disturbances of the Project site, the proposed Project and Alternate Project would include use for industrial warehousing or E-Commerce. These land use operations would not impact any known or unknown archaeological resources. Therefore, operation of the warehouses would have no impact on cultural resources.

Based on these findings, no further cultural resources management is recommended for construction and operation of the Project. However, in the event that that a potentially significant archaeological resource is encountered during Project-related ground-disturbing activities, Mitigation Measure (MM) CUL-1 would further minimize potential impacts to human remains. Therefore, with implementation of MM CUL-1, impacts regarding a substantial adverse change of an archaeological resource would be less than significant with mitigation incorporated.

Mitigation Measures

MM CUL-1 In the unlikely event that cultural resources, as identified by a qualified historian or archaeologist, are exposed during construction of the Project, all ground disturbing activities within 100-feet of the potential resource(s) shall be suspended. A qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted and shall be submitted to the Development Services Director or his/her designee. If the resource(s) are determined to be Native American in origin, the Project archaeologist shall notify the appropriate Native American Tribe(s) from a list provided by the City.

Impact 4.3-3: ***Would the Project disturb any human remains, including those interred outside of formal cemeteries?***

Level of Significance: Less than Significant Impact

Construction

Project and Alternate Project

The Project site is located in an area mainly developed with industrial uses and is not located near a formal cemetery. The Project site was previously used primarily for agricultural uses and was more recently used as overflow parking associated with the adjacent Auto Club Speedway for races and other events. In 2005,

a railroad spur was constructed that extended south of the Atchison, Topeka and Santa Fe (AT&SF) Railway line, through the Project site. Regardless of the possible absence of historical or archeological resources on-site, if human remains are discovered, those remains would require proper treatment in accordance with applicable laws, including HSC Sections 7050.5-7055 and PRC Section 5097.98 and Section 5097.99. HSC Sections 7050.5-7055 describe the general provisions for treatment of human remains. Specifically, HSC Section 7050.5 prescribes the requirements for the treatment of any human remains that are accidentally discovered during excavation of a site. HSC Section 7050.5 also requires that all activities cease immediately, and a qualified archaeologist and Native American monitor be contacted immediately. As required by state law, the procedures set forth in PRC Section 5087.98 would be implemented, including evaluation by the County Coroner and notification of the NAHC. The NAHC would then designate the Most Likely Descendant of the unearthed human remains.

It is unlikely that any human remains would be encountered given that the Project site is already disturbed. However, previously undiscovered human remains could be encountered during construction activities. If human remains are found during excavation, excavation would be halted in the vicinity of the find and any area that is reasonably suspected to overlay adjacent remains shall remain undisturbed until the County Coroner has investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the established regulatory framework (i.e., HSC Sections 7050.5-7055 and PRC Sections 5097.98 and 5097.99), the Project's impacts concerning potential to disturb human remains, would be reduced to a less than significant.

Operations

Project and Alternate Project

Occupation of the Project site would not further impact human remains and would not cause a substantial adverse effect to undiscovered human remains. No impacts would occur.

Mitigation Measures

No mitigation is required.

4.3.5 Cumulative Impacts

For purposes of cumulative cultural impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see *Table 4-1, Cumulative Projects List*. Future cumulative development projects could encounter cultural resources. The City of Rancho Cucamonga is the geographical area considered for cumulative impacts to cultural resources. However; the discussion is focused on the Project's potential for resulting in site-specific impacts that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site, such as a historic townsite or district. With this in consideration, the cumulative analyses for historical and archaeological resources considers whether the Project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common cultural resources. Unlike the Project and Alternate Project, projects located in an archaeologically sensitive area are required to conduct archaeological monitoring during construction, which would reduce cumulative impacts to a less-than-significant level. In addition, MM CUL-1 would apply to the Project and Alternate Project, ensuring that its contribution to cumulative impacts would not be considerable.

Implementation of future projects in the Project site vicinity could involve actions that could damage historical and archaeological resources specific to those Project sites. However, all projects would be subject to CEQA review, including studies of historical and archaeological resources that are present or could be present on-site. Where significant or potentially significant impacts are identified, implementation of all feasible mitigation would be required to reduce potentially significant impacts. As with the proposed Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to cultural resources.

As discussed above, Project-level impacts to human remains would be less than significant. Standard regulatory requirements and procedures are required of other present and reasonably foreseeable future projects, and cumulative impacts would be less than significant.

4.4 ENERGY

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Speedway Commerce Center Project (Project) potential impacts in relation to energy resources and the existing setting of the Project as it relates to energy conservation, associated regulatory conditions and requirements, and presents the criteria used to evaluate potential impacts related to use of fuel and energy upon implementation of the Project. The current condition (site conditions at the time of Notice of Preparation [NOP] distribution [September 2020]) was used as the baseline against which to compare potential impacts associated with implementation of the Project. As necessary, mitigation measures will be provided to minimize any potentially significant environmental impact to less than significant levels.

Information presented in this analysis is derived largely from the *Air Quality Assessment* and *Greenhouse Gas Emissions Assessment* for the Speedway Commerce Center Project prepared by Kimley-Horn (2021, *Appendix A* of EIR). Other information in this section, such as regulatory framework, is derived from federal law and state standards, such as the California Building Energy Efficiency Standards (CBEES). As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy*; *Section 4.6, Greenhouse Gas Emissions*; *Section 4.10, Noise;* and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) would be occupied by 100 percent E-Commerce use (100 Percent E-Commerce Worst-Case Scenario).

4.4.1 Environmental Setting

Electricity and Natural Gas Supplies

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility-scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Electrical services are currently provided to the Project site by Southern California Edison (SCE). SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area.[1] SCE produces and purchases its energy from a mix of conventional and renewable generating sources. *Table 4.4-1: Energy Resources Used to Generate Electricity for SCE in 2018* shows the SCE electric power mix in 2018 compared to the statewide 2018 power mix. In 2018, electricity use attributable to the County of San Bernardino (County) was approximately 14,987 GWh from residential and non-residential sectors.[2]

Table 4.4-1: Energy Resources Used to Generate Electricity for SCE in 2018

Energy Resources	2018 SCE Power Mix	2018 CA Power Mix
Eligible Renewable	36%	31%
Biomass and Biowaste	1%	2%
Geothermal	8%	5%
Eligible Hydroelectric	1%	2%
Solar	13%	11%
Wind	13%	11%
Coal	0%	3%
Large Hydroelectric	4%	11%
Natural Gas	17%	35%
Nuclear	6%	9%
Other	0%	<1%
Unspecified Sources of Power[1]	37%	11%
Total	**100%**	**100%**
[1] Electricity from transactions that are not traceable to specific generation sources.		
Source: SCE. (2019). *2018 Power Content Label, Southern California Edison*. Retrieved from SCE Website: https://www.sce.com/sites/default/files/inline-files/2018SCEPCL.pdf. Accessed October 2020.		

In addition, the Rancho Cucamonga Municipal Utility (RCMU) was established to enable the City of Rancho Cucamonga (City) to serve residential and non-residential developments energy at the local level. The recently formed city-owned utility company (established in 2001) provides economic and reliable electricity and fiber optic service to over 1,300 metered businesses and residents in a selected area within the southeastern portions of the City and would be extended to serve the project. In 2019, the utility reached a new historical annual system peak of 18.485 megawatts.[3] RCMU does not currently provide electricity service to the Project site; however, RCMU is proposing future expansion of their backbone infrastructure to the area.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,829 trillion BTU in 2016 (the most recent year for which this specific data is available), which equates to an average of approximately 198 million BTU per capita. Of California's total energy use, the breakdown by sector is approximately 40 percent transportation, 23 percent industrial, 19 percent commercial, and 18 percent residential. Electricity and natural gas in California are generally used by stationary sources

[1] SCE. (2019). *By the Numbers: Who We Serve*. Retrieved from SEC Website: https://www.sce.com/about-us/who-we-are. Accessed December 16, 2019.
[2] California Energy Commission (CEC). (2019). *Electricity Consumption by County*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/elecbycounty.aspx. Accessed December 16, 2019.
[3] Rancho Cucamonga Municipal Utility. (2019). 2019 Annual Report, Building for the Future. Retrieved from: https://www.cityofrc.us/sites/default/files/2020-03/ENG-2019%20RCMU%20Annual%20Report.pdf.

such as residences, commercial sites, and industrial facilities, whereas petroleum use is generally accounted for by transportation-related energy use.[4] In 2018, taxable gasoline sales (including aviation gasoline) in California accounted for 15,589,042,965 gallons of gasoline.[5]

Natural Gas

The Southern California Gas Company (SoCalGas), the natural gas service provider for the Project, services approximately 21 million people in a 20,000-square mile service territory. SoCalGas has four storage fields: Aliso Canyon, Honor Rancho, La Goleta, and Playa del Rey, as well as a combined storage capacity of approximately 134 billion cubic feet. According to the California Energy Commission (CEC), residential natural gas demand in the SoCalGas service area was 7,431 million therms (or 743,100 million cubic feet) in 2010. The CEC prepared three scenarios for forecasting future growth in natural gas demand between 2012 and 2022: a high-energy demand case, a low-energy demand case, and a mid-energy demand case. The low-demand scenario, which incorporates relatively high economic and demographic growth, relatively low electricity and natural gas rates, and relatively low-efficiency program and self-generation impacts, estimates that natural gas demand in the SoCalGas service area would be 7,951 million therms in 2022 (the latest year in the demand forecast).

Natural gas provides almost a third of California's total energy requirements and will continue to be a major fuel in California's energy supply. Only 13.5 percent of the natural gas California used came from in-state production in 2006; the rest was delivered by pipelines from several production areas in the western United States and western Canada. Once the gas arrives in California, it is distributed by the State's three major gas utilities that provide a collective of 98 percent of the State's natural gas. In 2018, natural gas use attributable to San Bernardino County was approximately 500 million therms from residential and non-residential sectors[6], equivalent to approximately 48.4496 million cubic feet.

Transportation Fuel

California's transportation sector uses roughly half of the energy consumed in the State. In 2018, Californians consumed approximately 15.6 billion gallons of gasoline and 3.1 billion gallons of diesel fuel.[7] As shown in *Table 4.4-2: Automotive Fuel Consumption in San Bernardino County 2011-2021*, on-road automotive fuel consumption has increased from 2014 to 2019, but is projected to decrease to less than the consumption amounts of 2011 this year. Heavy-duty diesel fuel consumption in San Bernardino County has increased since 2011.

[4] U.S. Energy Information Administration (EIA). (2019). *California State Profile and Energy Estimates*. Retrieved from EIA Website: www.eia.gov/state/?sid=CA. Accessed February 7, 2019.

[5] California Department of Tax and Fee Administration (CDTFA). (2019). *Net Taxable Gasoline Gallons*. Retrieved from CDTFA Website: www.cdtfa.ca.gov/taxes-and-fees/MVF-10-Year-Report.pdf. Accessed February 7, 2019.

[6] CEC. (2019). *Gas Consumption by County*. Retrieved from CEC Website: http://ecdms.energy.ca.gov/gasbycounty.aspx. Accessed February 7, 2019.

[7] California State Board of Equalization (BOE), *Net Taxable Gasoline Gallons*, 2018 and California State Board of Equalization (BOE), *Taxable Diesel Gallons 10-year Report,* 2018.

Table 4.4-2: Automobile Fuel Consumption in San Bernardino County 2011-2021

Year	Gasoline Fuel Consumption (Thousand Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Thousand Gallons)
2011	864,861	227,318
2012	859,515	223,826
2013	860,606	234,456
2014	871,906	242,406
2015	901,735	247,402
2016	930,142	264,307
2017	911,651	267,599
2018	892,921	271,487
2019	872,694	274,058
2020 (projected)	855,858	275,883
2021 (projected)	840,124	277,428
Source: California Air Resources Board, EMFAC2017.		

4.4.2 Regulatory Setting

State

Assembly Bill (AB) 32 and Senate Bill (SB) 32

California's major initiative for reducing greenhouse gas (GHG) emissions is outlined in AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05) and requires the California Air Resources Board (CARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Reductions in overall energy consumption have been implemented to reduce emissions. See *Section 4.6, Greenhouse Gas Emissions* for a further discussion of AB 32.

In September 2016, the Governor signed into legislation SB 32, which builds on AB 32 and requires the state to cut GHG emissions to 40 percent below 1990 levels by 2030. With SB 32, the Legislature also passed AB 197, which provides additional direction for updating the Scoping Plan to meet the 2030 GHG reduction target codified in SB 32. CARB has published a draft update to the Scoping Plan and has received public comments on this draft but has not released the final version.

Additional energy efficiency measures beyond the current regulations are needed to meet these goals as well as the AB 32 GHG reduction goal of reducing statewide GHG emissions to 1990 levels by 2020 and the SB 32 goal of 40 percent below 1990 levels by 2030 (see *Section 4.6, Greenhouse Gas Emissions*, for a discussion of AB 32 and SB 32). Part of the effort in meeting California's long-term reduction goals include reducing petroleum use in cars and trucks by 50 percent, increasing from one-third to more than one-half of California's electricity derived from renewable sources, doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner; reducing the release of methane, black carbon, and other short-lived climate pollutants, and managing farm and rangelands, forests, and wetlands so they can store carbon.[8]

[8] CEC, *Final Integrated Energy Policy Report Update,* 2016.

California Building Energy Efficiency Standards: Title 24, Part 6 (California Energy Code)

The California Energy Code (Title 24, Part 6) was created as part of the California Building Standards Code (Title 24 of the California Code of Regulations [CCR]) by the California Building Standards Commission in 1978 to establish statewide building energy efficiency standards to reduce California's energy use. These standards include provisions applicable to all buildings, residential and non-residential, which describe requirements for documentation and certificates that the building meets the standards.[9] These provisions include mandatory requirements for efficiency and design of the following types of systems, equipment, and appliances:

- Air Conditioning Systems
- Heat Pumps
- Water Chillers
- Gas- and Oil-Fired Boilers
- Cooling Equipment
- Water Heaters and Equipment
- Pool and Spa Heaters and Equipment
- Gas-Fired Equipment Including Furnaces and Stoves/Ovens
- Windows and Exterior Doors
- Joints and Other Building Structure Openings (Envelope)
- Insulation and Cool Roofs
- Lighting Control Devices

The standards include additional mandatory requirements for space conditioning (cooling and heating), water heating, indoor and outdoor lighting systems, as well as equipment in non-residential, high-rise residential, and hotel or motel buildings. In addition to the mandatory requirements, the standards call for further energy efficiency that can be provided through a choice between performance and prescriptive compliance approaches. Separate sections apply to low-rise residential and to non-residential, high-rise residential, and hotel or motel buildings. In buildings designed for mixed-use (e.g., commercial and residential), each section must meet the standards applicable to that type of occupancy.

The performance approach set forth under these standards provides for the calculation of an energy budget for each building and allows flexibility in building systems and features to meet the budget. The energy budget addresses space-conditioning (cooling and heating), lighting, and water heating. Compliance with the budget is determined using a CEC-approved computer software energy model. The alternative prescriptive standards require demonstrating compliance with specific minimum efficiency for components of the building such as building envelope insulation R-values, fenestration (areas, U-factor and solar heat gain coefficients of windows and doors) and heating and cooling, water heating and lighting

[9] CEC. (May 2012). *2013 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. Retrieved from CEC Website: www.energy.ca.gov/2012publications/CEC-400-2012-004/CEC-400-2012-004-CMF-REV2.pdf. Accessed February 7, 2019. and California Energy Commission. (June 2015). *California's Energy Efficiency Standards for Residential and Nonresidential Buildings.* Retrieved from https://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf. Accessed February 7, 2019.

system design requirements. These requirements vary depending on the building's location in the State's 16 climate zones.

CBEES are updated on an approximately three-year cycle as technology and methods evolve. As a result of new law under AB 970, passed in the fall of 2000 in response to the state's electricity crisis, an emergency update of the standards went into effect in June 2001. The CEC then initiated an immediate follow-on proceeding to consider and adopt updated standards that could not be completed during the emergency proceeding. The 2013 Standards went into effect July 1, 2014. The 2016 CBEES went into effect on January 1, 2017 and improve upon the 2013 CBEES for new construction of, and additions and alterations to, residential and non-residential buildings. The 2019 CBEES were adopted on May 9, 2018 and take effect on January 1, 2020 (for building permit applications submitted on or after that date). The 2019 standards require solar photovoltaic systems for new homes; establish requirements for newly constructed healthcare facilities; encourage demand-responsive technologies and improving the thermal envelope of residential structures; update indoor and outdoor lighting making maximum use of light-emitting diode (LED) technology in non-residential buildings; and enable the use of highly efficient air filters to trap hazardous particulates and improve kitchen ventilation systems in residential and non-residential buildings.[10] The Project would be constructed in compliance with the CBEES that are current at the time of construction. Under the 2019 standards, homes will use about 53 percent less energy and non-residential buildings will use about 30 percent less energy than buildings under the 2016 standards. The CBEES updates focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations.

California Green Building Standards

The California Green Building Standards Code (CCR, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code was published in July 2019 and became effective January 1, 2020.[11]

As previously discussed, effective January 1, 2020, new homes in California are required to have solar photovoltaic systems installed. In compliance with this mandate, single-family residences are constructed with solar photovoltaic systems automatically installed. In addition, multi-family residences up to three stories in height are also constructed with solar photovoltaic systems automatically installed.

[10] CEC, Efficiency Division. (2018). *2019 Building Energy Efficiency Standards Frequently Asked Questions*. Retrieved from CEC Website: https://www.energy.ca.gov/title24/2019standards/documents/2018_Title_24_2019_Building_Standards_FAQ.pdf. Accessed December 16, 2019.

[11] International Code Council (ICC). (2019). *2019 California Green Building Standards Code, Title 24, Part 11.* Retrieved from ICC Website: https://codes.iccsafe.org/content/chapter/15762/. Accessed December 16, 2019.

Executive Order B-30-15, Senate Bill 350, and Senate Bill 100

In April 2015, the Governor issued Executive Order B-30-15, which established a GHG reduction target of 40 percent below 1990 levels by 2030. SB 350 (Chapter 547, Statutes of 2015) advanced these goals through two measures. First, the law increases the renewable power goal from 33 percent renewables by 2020 to 50 percent by 2030. Second, the law requires the CEC to establish annual targets to double energy efficiency in buildings by 2030. The law also requires the California Public Utilities Commission (PUC) to direct electric utilities to establish annual efficiency targets and implement demand-reduction measures to achieve this goal. In 2018, SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Senate Bill 100 or the 100 Percent Clean Energy Act of 2018

SB 100, approved September 10, 2018, declares that the PUC, State Energy Resources Conservation and Development Commission, and CARB should plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. The last 40 percent of the 100 percent total can come from "carbon-free" sources, including large dams, nuclear power, and even natural gas-fired power plants, if they can capture and store the carbon in the ground, which so far is an unproven technology. California has only one nuclear power plant in operation, Diablo Canyon in San Luis Obispo County, and its owner, PG&E, has announced it will close by 2025.[12]

SB 100 revises existing law to state that the goal of the California Renewables Portfolio Standard Program is to achieve 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. The bill requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, and 60 percent by December 31, 2030.[13]

Local

Rancho Cucamonga General Plan 2010

Resource Conservation Element

This Element provides direction regarding preserving, protecting, conserving, re-using, replenishing, and efficiently using the City's limited natural resources.

Goal RC-4 ***Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources, in an effort to minimize greenhouse gas and other air emissions.***

Policy RC-4.1 Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.

[12] Rogers, P. and Murphy, K. (2018). *California mandates 100 percent clean energy by 2045*. Retrieved from: https://www.mercurynews.com/2018/09/10/california-mandates-100-percent-clean-energy-by-2045/. Accessed September 11, 2019.
[13] California Legislative Information (CLI). (2018). *Senate Bill No. 100*. Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB100. Accessed September 11, 2019.

Goal RC-6 ***Encourage and support green buildings in Rancho Cucamonga.***

Policy RC-6-2 Encourage green practices for new and existing buildings throughout the community.

Policy RC-6.3 Promote energy-efficient design features, including but not limited to, appropriate site orientation, use of light-colored roofing and building materials, and use of deciduous trees and windbreak trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.

Policy RC-6.4 Promote green practices and the use of energy-saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy-efficient design in all projects and assist residential, commercial, and industrial users.

4.4.3 Standards of Significance

The following significance criteria for energy were derived from the Environmental Checklist in the CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Approach to Analysis

This section analyzes energy use on three sources of energy that are relevant to the Project, including electricity, natural gas, and transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for Project construction. The analysis of Project electricity and natural gas use is based on the California Emissions Estimator Model (CalEEMod), which quantifies energy use for occupancy. The results of CalEEMod are included in the *Air Quality Assessment* and *Greenhouse Gas Emissions Assessment* located in *Appendix A,* of this document. Modeling related to Project energy use was based primarily on the default settings in CalEEMod for San Bernardino County. The amount of operational fuel use was estimated using CalEEMod outputs for the Project and the CARB Emissions Factor (EMFAC) 2017 computer program for typical daily fuel use in San Bernardino County. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.[14]

This analysis of impacts on energy resources examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) temporary impacts and (2) permanent impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in

[14] The conversion ratios from fuel use are based 8.81 kilograms CO_2 per gallon of motor gasoline and 10.15 kilograms CO_2 per gallon of diesel fuel per the Climate Registry, General Reporting Protocol, 2016.

environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Kimley-Horn, review of project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on energy resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

4.4.4 Project Impacts and Mitigation

Impact 4.4-1: ***Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?***

Level of Significance: Less than Significant Impact

Construction

Energy consumption associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. The methodology for each category is discussed below. This analysis relies on the construction equipment list and operational characteristics, as stated in *Section 4.1, Air Quality* and *Section 4.6, Greenhouse Gas Emissions,* as well as the *Air Quality Assessment* and *Greenhouse Gas Emissions Assessment* included in *Appendix A.* Quantifications of construction energy for the Project are provided below.

Electricity

Water for Construction Dust Control

Electricity use associated with water use for construction dust control is calculated based on total water use and the energy intensity for supply, distribution, and treatment of water. The total number of gallons of water used is calculated based on acreage disturbed during grading and site preparation, as well as the daily watering rate per acre disturbed.

- The total acres disturbed are calculated using the methodology described in Chapter 4.2 of Appendix A of the CalEEMod User's Guide, available at: http://www.caleemod.com/.
- The water application rate of 3,020 gallons per acre per day is from the Air and Waste Management Association's Air Pollution Engineering Manual (1992).

The energy intensity value is based on the CalEEMod default energy intensity per gallon of water for San Bernardino County.

As summarized in *Table 4.4-3: Energy Use During Construction (Project)*, the total electricity associated with water use for construction dust control would be approximately 0.0106 GWh over the duration of Project construction.

Table 4.4-3: Energy Use During Construction (Project)

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.01	14,987	$0.7x10^{-4}$%
Diesel Use		**Thousand Gallons**	
On-Road Construction Trips[2]	40.8	290,194	0.01%
Off-Road Construction Equipment[2]	54.3		0.02%
Construction Diesel Total	95.1		0.03%
Gasoline		**Gallons**	
On-Road Construction Trips	48.8	911,497	0.01%

Source: Refer to energy calculations in *Appendix A*.
Notes:
[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Petroleum Fuel

On-Road Diesel Construction Trips

Diesel fuel associated with on-road construction mobile trips is calculated based on vehicle miles traveled (VMT) from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in miles per gallon (mpg). VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.4-3,* the total diesel fuel associated with on-road construction trips would be approximately 40,793 gallons over the duration of construction of the Project.

Off-Road Diesel Construction Equipment

Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.4-3,* the total diesel fuel associated with off-road construction equipment is approximately 54,331 gallons for duration of construction of the Project.

On-Road Gasoline Construction Trips

Gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. As summarized in *Table 4.4-3,* the total gasoline fuel associated with on-road construction trips would be approximately 48,814 gallons over the duration of construction of the Project.

Analysis

In total, construction of the Project would use approximately 0.0106 GWh of electricity, 48,814 gallons of gasoline, and 95,124 gallons of diesel. Californians used 285,488 GWh of electricity in 2018, of which San Bernardino County used 14,987 GWh. Project construction electricity use would represent

approximately 0. 4 x10^{-5} percent of current electricity use in the state, and 0.7x10^{-4} percent of the current electricity use in San Bernardino County. In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel.[15] San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel use was 123,712,709 gallons. Total Project construction gasoline fuel would represent 0.01 percent of annual gasoline used in the County, and total Project construction diesel fuel would represent 0.03 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual state and County use, the Project would not substantially affect existing energy fuel supplies or resources. The need to require new capacity or additional sources of construction fuel would not be anticipated.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (U.S. EPA) and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Project would entail construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from South Coast Air Quality Management District (SCAQMD) CEQA Guidelines. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, Contractors and Owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand would

[15] CDTFA. (2019). *Fuel Taxes and Statistics & Reports, Motor Vehicle Fuel and Diesel Fuel*. Retrieved from CDTFA Website: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed December 17, 2019.

not be anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Alternate Project

As summarized in *Table 4.4-4: Energy Use During Construction (Alternate Project)*, the total electricity associated with water use for construction dust control would be approximately 0.0106 GWh over the duration of Project construction.

Table 4.4-4: Energy Use During Construction (Alternate Project)

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.01	14,987	0.7×10^{-4}%
Diesel Use		**Thousand Gallons**	
On-Road Construction Trips[2]	41.4	290,194	0.01%
Off-Road Construction Equipment[2]	46.5		0.02%
Construction Diesel Total	88.0		0.03%
Gasoline		**Thousand Gallons**	
On-Road Construction Trips	48.0	911,497	0.01%

Source: Refer to energy calculations in *Appendix A*.
Notes:
[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Petroleum Fuel

On-Road Diesel Construction Trips

Diesel fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in mpg. VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.4-4,* the total diesel fuel associated with on-road construction trips would be approximately 41,440 gallons over the duration of construction of the Project.

Off-Road Diesel Construction Equipment

Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in

Table 4.4-4, the total diesel fuel associated with off-road construction equipment is approximately 46,513 gallons for duration of construction of the Project.

On-Road Gasoline Construction Trips

Gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. As summarized in *Table 4.4-4,* the total gasoline fuel associated with on-road construction trips would be approximately 48,048 gallons over the duration of construction of the Project.

Analysis

In total, construction of the Alternate Project would use approximately 0.0106 GWh of electricity, 48,048 gallons of gasoline, and 87,954 gallons of diesel. Californians used 285,488 GWh of electricity in 2018, of which San Bernardino County used 14,987 GWh. Project construction electricity use would represent approximately 0.3 $x10^{-5}$ percent of current electricity use in the state, and 0.7 $x10^{-4}$ percent of the current electricity use in San Bernardino County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel.[16] San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel use was 123,712,709 gallons. Total Alternate Project construction gasoline fuel would represent 0.01 percent of annual gasoline used in the County, and total Alternate Project construction diesel fuel would represent 0.03 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual state and County use, the Alternate Project would not substantially affect existing energy fuel supplies or resources. The need to require new capacity or additional sources of construction fuel would not be anticipated.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. In addition, some energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The Alternate Project would entail construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the Alternate Project that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is

[16] CDTFA. (2019). *Fuel Taxes and Statistics & Reports, Motor Vehicle Fuel and Diesel Fuel*. Retrieved from CDTFA Website: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed December 17, 2019.

growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the Alternate Project's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guideline Appendix G criteria require the Alternate Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand would not be anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the Alternate Project is fully developed. As such, the Alternate Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel use associated with the Alternate Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

100 Percent E-Commerce Worst-Case Scenario

As summarized in *Table 4.4-5: Energy Use During Construction (Alternate Project)*, the total electricity associated with water use for construction dust control would be approximately 0.0106 GWh over the duration of Project construction.

Table 4.4-5: Energy Use During Construction (100 Percent E-Commerce)

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.01	14,987	0.7×10^{-4}%
Diesel Use		**Thousand Gallons**	
On-Road Construction Trips[2]	40.8	290,194	0.02%
Off-Road Construction Equipment[2]	44.4		0.01%
Construction Diesel Total	85.2		0.03%
Gasoline		**Thousand Gallons**	
On-Road Construction Trips	48.5	911,497	0.01%

Source: Refer to energy calculations in *Appendix A*.
Notes:
[1] Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
[2] Construction fuel use was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry.

Petroleum Fuel

On-Road Diesel Construction Trips

Diesel fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default diesel fleet percentage, and vehicle fuel efficiency in mpg. VMT for the entire construction period is calculated based on the number of trips multiplied by the trip lengths for each phase shown in CalEEMod. Construction fuel was calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.4-5,* the total diesel fuel associated with on-road construction trips would be approximately 41,440 gallons over the duration of construction of the Project.

Off-Road Diesel Construction Equipment

Similarly, the construction diesel fuel associated with the off-road construction equipment is calculated based on CalEEMod emissions outputs and conversion ratios from the Climate Registry. As summarized in *Table 4.4-5,* the total diesel fuel associated with off-road construction equipment is approximately 44,408 gallons for duration of construction of the Project.

On-Road Gasoline Construction Trips

Gasoline fuel associated with on-road construction mobile trips is calculated based on VMT from vehicle trips (i.e., worker, vendor, and hauling), the CalEEMod default gasoline fleet percentage, and vehicle fuel efficiency in MPG using the same methodology as the construction on-road trip diesel fuel calculation discussed above. As summarized in *Table 4.4-5,* the total gasoline fuel associated with on-road construction trips would be approximately 40,793 gallons over the duration of construction of the Project.

Analysis

In total, construction of the 100 Percent E-Commerce Worst-Case Scenario would use approximately 0.0106 GWh of electricity, 48,048 gallons of gasoline, and 87,954 gallons of diesel. Californians used 285,488 GWh of electricity in 2018, of which San Bernardino County used 14,987 GWh. Project construction electricity use would represent approximately 0.3×10^{-5} percent of current electricity use in the state, and 0.7×10^{-4} percent of the current electricity use in San Bernardino County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel.[17] San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel use was 123,712,709 gallons. Total 100 Percent E-Commerce Worst-Case Scenario construction gasoline fuel would represent 0.01 percent of annual gasoline used in the County, and total 100 Percent E-Commerce Worst-Case Scenario construction diesel fuel would represent 0.03 percent of annual diesel used in the County. Based on the total Project's relatively low construction fuel use proportional to annual state and County use, the 100 Percent E-Commerce Worst-Case Scenario would not substantially affect existing energy fuel supplies or resources. The need to require new capacity or additional sources of construction fuel would not be anticipated.

Furthermore, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state.

[17] CDTFA. (2019). *Fuel Taxes and Statistics & Reports, Motor Vehicle Fuel and Diesel Fuel*. Retrieved from CDTFA Website: https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm. Accessed December 17, 2019.

In addition, some energy conservation would occur during construction through compliance with state requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. EPA and CARB engine emissions standards. These engines use highly efficient combustion engines to minimize unnecessary fuel use.

The 100 Percent E-Commerce Worst-Case Scenario would entail construction activities that would use energy, primarily in the form of diesel fuel (e.g., mobile construction equipment) and electricity (e.g., power tools). Contractors would be required to monitor air quality emissions of construction activities using applicable regulatory guidance such as from SCAQMD CEQA Guidelines. This requirement indirectly relates to construction energy conservation because when air pollutant emissions are reduced from the monitoring and the efficient use of equipment and materials, energy use is reduced. There are no aspects of the 100 Percent E-Commerce Worst-Case Scenario that would foreseeably result in the inefficient, wasteful, or unnecessary use of energy during construction activities.

Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary use of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive and that there is a significant cost-savings potential in green building practices. Substantial reduction in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the costs of business.

As described above, the 100 Percent E-Commerce Worst-Case Scenario's fuel from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the CEQA Guideline Appendix G criteria require the 100 Percent E-Commerce Worst-Case Scenario's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in construction fuel demand would not be anticipated to trigger the need for additional capacity. Additionally, use of construction fuel would be temporary and would cease once the 100 Percent E-Commerce Worst-Case Scenario is fully developed. As such, the 100 Percent E-Commerce Worst-Case Scenario construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. Therefore, it is expected that construction fuel use associated with the 100 Percent E-Commerce Worst-Case Scenario would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below, along with quantifications of operational energy use for the Project.

Petroleum Fuel

Gasoline and diesel fuel associated with on-road vehicular trips are calculated based on total VMT calculated for the analyses within *Section 4.1: Air Quality* and *Section 4.6: Greenhouse Gas Emissions,* and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[18] As summarized in *Table 4.4-6: Annual Energy Use During Operations (Project)*, the total gasoline and diesel fuel associated with on-road trips would be approximately 168,420 gallons per year and 414,323 gallons per year, respectively.

Table 4.4-6: Annual Energy Use During Operations (Project)

Project Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Building Electricity[1]	25.78	14,987	0.17 %
Water[1]	1.61		0.01 %
Total Electricity	27.39		0.18 %
Natural Gas Use		**Therms**	
Area[1]	339,482	547,272,263	0.06 %
Diesel Use		**Thousand Gallons**	
Mobile[2]	414.3	290,194	0.14 %
Gasoline Use		**Thousand Gallons**	
Mobile[2]	168.4	911,497	0.02 %

Notes:
[1] The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption MPG from EMFAC.

Source: Refer to energy calculations in *Appendix A*.

Electricity

The electricity use during Project operations is based on CalEEMod defaults. As summarized in *Table 4.4-6,* the warehouse and general office building land uses along with the parking lot would use approximately 25.78 GWh of electricity per year. It should be noted that electricity consumption shown in *Table 4.4-6* conservatively does not include reductions associated with compliance with the latest building code. Under the standards in the 2019 Title 24 building code, homes would use about 53 percent less energy and non-residential buildings would use about 30 percent less energy than buildings under the 2016 Standards. Electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates.

Natural Gas

The methodology used to calculate the natural gas use associated with Project operation is based on CalEEMod default rates. As summarized in *Table 4.4-6,* the building envelope would use 33,948,200 thousand British Thermal Units (kBTU), or approximately 339,482 therms of natural gas per year.

[18] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO_2 emissions from EMFAC's tailpipe emission estimates.

Analysis

Project-related operation of uses would annually use approximately 27.39 GWh of electricity, 339,482 therms of natural gas, 168,420 gallons of gasoline, and 414,232 gallons of diesel. Californians used 288,614 GWh of electricity in 2017, of which San Bernardino County used 14,987 GWh. The Project's operational electricity use would represent 0.01 percent of electricity used in the state, and 0.17 percent of the energy use in San Bernardino County. The Project's electricity consumption estimated above conservatively does not include reductions associated with compliance with the 2019 Title 24 building code, which requires non-residential buildings to use 30 percent less energy than buildings under the 2016 standards. Regarding natural gas, Californians used 12,571 million therms of natural gas and 500 million therms of natural gas in San Bernardino County in 2017. Therefore, the Project's operational natural gas use would represent 0.003 percent of the natural gas use in the state and 0.06 percent of the natural gas use in the County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel. San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel fuel use was 123,712,708 gallons. Expected Project operational use of gasoline and diesel would represent 0.001 percent of current gasoline use and 0.01 percent of current diesel use in the state. Project operational use of gasoline and diesel would represent 0.02 percent of gasoline use and 0.14 percent of diesel use in the County.

None of the Project energy uses exceed one percent of their corresponding County use. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant in this regard.

Alternate Project

Energy consumption associated with Alternate Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below, along with quantifications of operational energy use for the Alternate Project.

Petroleum Fuel

Gasoline and diesel fuel associated with on-road vehicular trips are calculated based on total VMT calculated for the analyses within *Section 4.1: Air Quality* and *Section 4.6: Greenhouse Gas Emissions,* and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[19] As summarized in *Table 4.4-7: Annual Energy Use During Operations (Alternate Project)*, the total gasoline and diesel fuel associated with on-road trips would be approximately 875,590 gallons per year and 105,138 gallons per year, respectively.

[19] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO_2 emissions from EMFAC's tailpipe emission estimates.

Table 4.4-7: Annual Energy Use During Operations (Alternate Project)

Project Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Building Electricity[1]	1.27	14,987	0.01 %
Water[1]	1.25		0.01 %
Total Electricity	2.52		0.02 %
Natural Gas Use		**Therms**	
Area[1]	10,165	547,272,263	0.001 %
Diesel Use		**Thousand Gallons**	
Mobile[2]	105.1	105,138	0.04 %
Gasoline Use		**Thousand Gallons**	
Mobile[2]	875.6	875,590	0.10 %

Notes:
[1] The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption MPG from EMFAC.

Source: Refer to energy calculations in *Appendix A.*

Electricity

Electricity use during Alternate Project operations is based on CalEEMod defaults. As summarized in *Table 4.4-7,* the single warehouse and general office building land uses along with the parking lot would use approximately 1.27 GWh of electricity per year. It should be noted that the electricity consumption *Table 4.4-7* conservatively does not include reductions associated with compliance with the latest building code. Under the standards in the 2019 Title 24 building code, homes would use about 53 percent less energy and non-residential buildings would use about 30 percent less energy than buildings under the 2016 standards. The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As summarized in *Table 4.4-7,* the building envelope would use 1,016,500 kBTU, or approximately 10,165 therms of natural gas per year.

Analysis

Operation of uses implemented pursuant to the Alternate Project would annually use approximately 2.52 GWh of electricity, 10,165 therms of natural gas, 277,834 gallons of gasoline, and 119,058 gallons of diesel. Californians used 288,614 GWh of electricity in 2017, of which San Bernardino County used 14,987 GWh. The Alternate Project's operational electricity use would represent 0.001 percent of electricity used in the state, and 0.02 percent of the electricity use in San Bernardino County. The Alternate Project's electricity consumption estimated above conservatively does not include reductions associated with compliance with the 2019 Title 24 building code, which requires non-residential buildings to use 30 percent less energy than buildings under the 2016 standards. Regarding natural gas, Californians used 12,571 million therms of natural gas and 500 million therms of natural gas in San Bernardino County in 2017. Therefore, the Alternate Project's operational natural gas use would represent 0.8×10^{-4} percent of the natural gas use in the state and 0.001 percent of the natural gas use in the County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel. San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel fuel use was 123,712,708 gallons. Expected Project operational use of gasoline and diesel would represent 0.006 percent of current gasoline use and 0.003 percent of current diesel use in the state. The Alternate Project operational use of gasoline and diesel would represent 0.10 percent of gasoline use and 0.04 percent of diesel use in the County.

None of the Alternate Project's energy uses would exceed one percent of their corresponding County use, nor would Alternate Project operations substantially affect existing energy or fuel supplies or resources. As a result, the Alternate Project would comply with applicable energy standards and new capacity would not be required. Therefore, impacts would be less than significant.

100 Percent E-Commerce Worst-Case Scenario

Energy consumption associated with 100 Percent E-Commerce Worst-Case Scenario operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. The methodology for each category is discussed below, along with quantifications of operational energy use for the 100 Percent E-Commerce Worst-Case Scenario.

Petroleum Fuel

Gasoline and diesel fuel associated with on-road vehicular trips are calculated based on total VMT calculated for the analyses within *Section 4.1: Air Quality* and *Section 4.6: Greenhouse Gas Emissions,* and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[20] As summarized in *Table 4.4-8: Annual Energy Use During Operations (100 Percent E-Commerce Worst-Case Scenario)*, the total gasoline and diesel fuel associated with on-road trips would be approximately 1,086,069 gallons per year and 137,915 gallons per year, respectively.

Table 4.4-8: Annual Energy Use During Operations (100 Percent E-Commerce)

Project Source	Annual Operational Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Building Electricity[1]	1.50	14,987	0.01 %
Water[1]	1.62		0.01 %
Total Electricity	3.12		0.02 %
Natural Gas Use		**Therms**	
Area[1]	13,314	547,272,263	0.002 %
Diesel Use		**Thousand Gallons**	
Mobile[2]	137.9	290,194	0.05 %
Gasoline Use		**Thousand Gallons**	
Mobile[2]	1,086.1	911,497	0.12 %

Notes:
[1] The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.
[2] Calculated based on the mobile source fuel use based on VMT and fleet-average fuel consumption MPG from EMFAC.

Source: Refer to energy calculations in *Appendix A.*

[20] The CARB EMFAC 2017 Technical Documentation from March 2018 notes that emissions are estimated with all current controls active, except Low Carbon Fuel Standards (LCFS). The reason for excluding LCFS is that most of the emissions benefits due to the LCFS come from the production cycle (upstream emissions) of the fuel rather than the combustion cycle (tailpipe). As a result, LCFS is assumed to not have a significant impact on CO_2 emissions from EMFAC's tailpipe emission estimates.

Electricity

Electricity use during 100 Percent E-Commerce Worst-Case Scenario operations is based on CalEEMod defaults. As summarized in *Table 4.4-8,* the warehouse and the parking lot would use approximately 1.50 GWh of electricity per year. It should be noted that the electricity consumption in *Table 4.4-8* conservatively does not include reductions associated with compliance with the latest building code. Under the standards in the 2019 Title 24 building code, homes would use about 53 percent less energy and non-residential buildings would use about 30 percent less energy than buildings under the 2016 standards. The electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As summarized in *Table 4.4-8,* the building envelope would use 1,331,440 kBTU, or approximately 13,314 therms of natural gas per year.

Analysis

Operation of uses implemented pursuant to the 100 Percent E-Commerce Worst-Case Scenario would annually use approximately 3.12 GWh of electricity, 13,314 therms of natural gas, 1,086,069 gallons of gasoline, and 137,915 gallons of diesel. Californians used 288,614 GWh of electricity in 2017, of which San Bernardino County used 14,987 GWh. The 100 Percent E-Commerce Worst-Case Scenario's operational electricity use would represent 0.001 percent of electricity used in the state, and 0.02 percent of the electricity use in San Bernardino County. The 100 Percent E-Commerce Worst-Case Scenario's electricity consumption estimated above conservatively does not include reductions associated with compliance with the 2019 Title 24 building code, which requires non-residential buildings to use 30 percent less energy than buildings under the 2016 standards. Regarding natural gas, Californians used 12,571 million therms of natural gas and 500 million therms of natural gas in San Bernardino County in 2017. Therefore, the 100 Percent E-Commerce Worst-Case Scenario's operational natural gas use would represent $0.8x10^{-4}$ percent of the natural gas use in the state and 0.002 percent of the natural gas use in the County.

In 2018, Californians used approximately 15,589,042,965 gallons of gasoline and approximately 3,107,823,655 gallons of diesel fuel. San Bernardino County annual gasoline fuel use in 2018 was 531,540,390 gallons and diesel fuel use was 123,712,708 gallons. Expected Project operational use of gasoline and diesel would represent 0.007 percent of current gasoline use and 0.004 percent of current diesel use in the state. The 100 Percent E-Commerce Worst-Case Scenario operational use of gasoline and diesel would represent 0.12 percent of gasoline use and 0.05 percent of diesel use in the County.

None of the 100 Percent E-Commerce Worst-Case Scenario's energy uses would exceed one percent of their corresponding County use, nor would 100 Percent E-Commerce Worst-Case Scenario operations substantially affect existing energy or fuel supplies or resources. As a result, the 100 Percent E-Commerce Worst-Case Scenario would comply with applicable energy standards and new capacity would not be required. Therefore, impacts would be less than significant.

Energy Efficiency Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. For example, requirements for energy-efficient lighting, heating and cooling systems, and green building materials are expected to save additional electricity and natural gas. These savings are cumulative, doubling as years go by.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout the site. Water-efficient irrigation controls would also be used in landscape areas. Comprehensive water conservation strategies would be developed for each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

Furthermore, SCE and RCMU are subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

The Project, Alternate Project, and the 100 Percent E-Commerce Worst-Case Scenario would be required to adhere to all federal, state, and Local requirements for energy efficiency, including the latest Title 24 standards. Considering these requirements, the Project would not result in the inefficient, wasteful, or unnecessary use of building energy. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.4-2: ***Would the Project conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. As discussed above in **Impact 4.4-1**, Project site development would not cause inefficient, wasteful and unnecessary energy use, and impacts would be less than significant.

Regional Plans

The Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted in September 2020, integrates transportation, land use, and housing to meet GHG reduction targets set by CARB. The document establishes GHG emissions goals for automobiles and light-duty trucks, as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of SB 375. The goals of the RTP/SCS focus on improving mobility, transit, goods movement, air quality primarily with transportation improvements. Although the Project is not a transportation project, it is located within an urban area, in an already developed site in proximity to existing truck routes and freeways. Locating the Project within a developed area would reduce trip lengths, which would reduce transportation energy consumption. Project implementation would require a General Plan Amendment to designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) Land Use, consistent with the Heavy Industrial land use designation to the north of the Project site, also within the City limits. Although the Project requires a General Plan Amendment (GPA) and a Zone Change, the Project would not result in a direct increase in population since it would not accommodate any new residents. The Project would not result in substantial unplanned growth or unaccounted for growth in the General Plan or job growth that would conflict with plans for renewable energy or energy efficiency. As discussed in *Section 4.6, Greenhouse Gas Emissions*, the Project would be consistent with the RTP/SCS's regional goals and would not conflict with the stated goals of the RTP/SCS. As a result, the Project would not result in wasteful, inefficient, or unnecessary use of transportation fuel. Therefore, the Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Mitigation Measures

No mitigation is required.

4.4.5 Cumulative Impacts

Construction and operations associated with implementation of the Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario would result in the use of energy, but not in a wasteful, inefficient, or unnecessary manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to *Table 4.4-3* and *Table 4.4-4* above. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency.

The Project and ten new development projects located within the cumulative study area would also be required to comply with all the same applicable federal, State, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project along with identified cumulative projects would not result in cumulatively considerable impacts on energy resources.

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4.5 GEOLOGY AND SOILS

This section of the Draft Environmental Impact Report (EIR) evaluates the potential geological impacts associated with the development of the Speedway Commerce Center Project (Project). This section discusses the Project's environmental setting, applicable federal, state, regional, local policies and regulations, and mitigation measures (MM) that would minimize potential impacts, if any are identified. Baseline conditions were established by comparing the Project site's current condition with the information included in the Geotechnical Investigation conducted by Southern California Geotechnical (SoCalGeo) and PaleoWest's Paleontological Resource Assessment (PRA). Both reports are available in *Appendix D*. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

4.5.1 Environmental Setting

Geologic Conditions[1]

As discussed above, the geotechnical analysis was conducted by SoCalGeo; setting baseline geologic conditions for the Project. Boring and trenching techniques identified artificial fill soils and alluvium at the Project site. Refer to *Figure 4.5-1, Boring Locations*.

Regional Geologic Setting

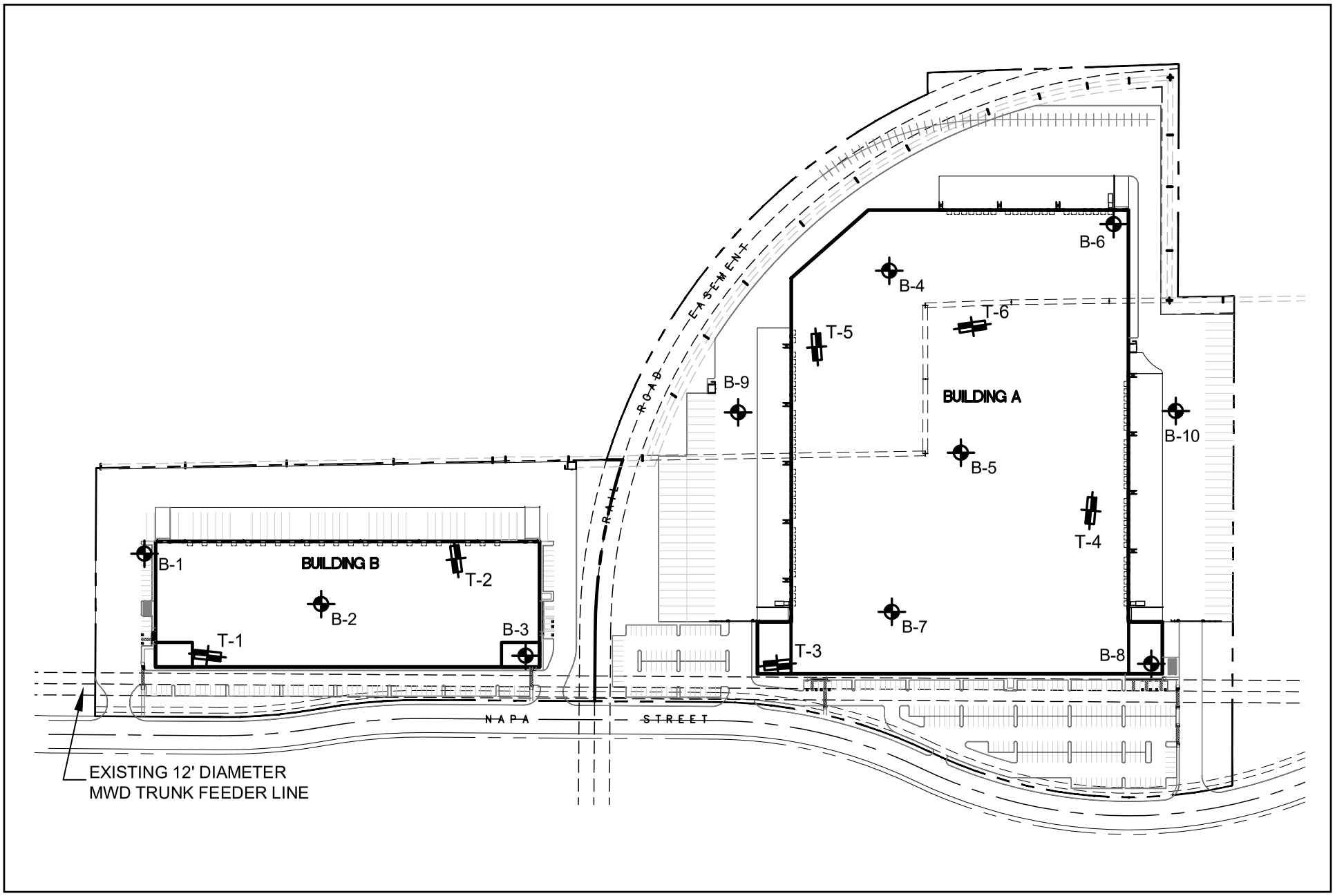
San Bernardino County (County) generally lies within the northern and northwestern portion of the Peninsular Ranges Geomorphic Province of southern California, which is characterized by northwest-southeast trending faults, folds, and mountain ranges. During the time from the Pliocene period to the Pleistocene period (the past 2 to 3 million years), activities on the Newport-Inglewood Fault, combined with regional tectonic effects (such as uplift), climatic forces, and changes in sea level, have resulted in the formation of the underlying basement materials and structures that underlay and support the Project area. The forces that have created the geomorphology of the Project area and vicinity are still active today.

Much of the region is underlain by terrace deposits, which are unconsolidated sediments (i.e., loose soil materials, such as sand, silt, etc.) left by streams onshore benches cut by the ocean. These deposits were laid in a shallow marine to near-shore terrestrial environment in the Pleistocene timeframe (about two million to about ten thousand years ago). The source of these sediments was erosion of the rocky highlands of San Bernardino, Santa Ana, and other mountain belts. Tectonic forces associated with regional faulting from the Newport-Inglewood, Cucamonga, Chino, San Andreas, San Joaquin, and additional off-shore zones uplifted these deposits, exposing the terrace materials to erosion that removed much of their cover. In late Pleistocene time, the action of coastal plain rivers and streams dissected the terrace materials and subsequently formed "gaps." As sea levels subsequently rose with the melting of continental ice sheets, sediments filled these gaps.

[1] SoCalGeo. (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development;* Page 6-7

Local Geologic Setting

The City of Rancho Cucamonga (City) is located at the north-center section of the Chino Valley, which is bound by the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Hills to the southeast. The Project site is located near the northern end of the Peninsular Ranges Geomorphic Province of southern California, which is characterized by numerous small, northwestern-trending mountain ranges with intervening plains and valleys. The Peninsular Ranges province abuts to the north against a series of east-west-trending mountain ranges, which are collectively referred to as "the Transverse Ranges." The Project site is located approximately six miles south of the base of the San Gabriel Mountains which make up the central portion of the Transverse Ranges.



Graphic not to scale. For illustration purposes only.

FIGURE 4.5-1: Boring Locations

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Site Geologic Setting

The Project site is located south of the foothills of the San Gabriel Mountains, which are part of the Transverse Ranges geomorphic province of southern California. Active uplift and erosion in the San Gabriel Mountains have produced steep canyons, rugged topography, numerous landslides, and extensive alluvial sedimentation, largely due to vertical slip along a number of influential faults, including the Sierra Madre Fault Zone just south of the Project area.

Artificial Fill Soils

Artificial fill soils were found at the ground surface at most of the boring and trench locations; extending to depths of 1½ to 5½± feet below the existing site grades. At the boring and trench locations, the artificial fill soils generally consisted of loose to medium dense silty fine sands with traces of medium to coarse sand, and little to some fine to coarse gravel content. See *Figure 4.5-1* for boring and trench locations. The fill soils displayed a disturbed appearance and some samples contained artificial debris, such as plastic and Portland cement concrete fragments, resulting in their classification as artificial fill. Trench No. T-1 encountered several concrete blocks within the fill soils, the largest of which possessed dimensions of about 1½ x 1½ by 2½± feet.

Alluvium

Native alluvium was encountered at the ground surface at Boring Nos. B-5 and B-7, and beneath the artificial fill soils at the remaining borings and all of the trench locations, extending to at least the maximum depth explored of 25± feet below the existing ground surface. Refer to *Figure 4.5-1* for boring locations. The native alluvial soils extend from the ground surface to 5½ to 12± feet and generally consist of loose to medium dense silty fine sands, fine sands, and fine to medium sands with variable amounts of medium to coarse sand and fine to coarse gravel. Deeper alluvial soils generally consist of medium dense to very dense well-graded sands with traces of fine to coarse gravel content and sandy gravels. Occasional cobbles were encountered throughout the depths explored at boring and trench locations. Soil strata containing extensive cobble content were encountered at various depths greater than 3½± feet at the boring and trench locations.

Groundwater

Groundwater was not encountered at any of the borings or trenches. See *Figure 4.5-1* for boring and trench locations. Based on the lack of any water within the borings and trenches, and the moisture contents of the recovered soil samples, the static groundwater table is considered to have existed at a depth of approximately 700 feet below existing site grades, at the time of the subsurface investigation. The lack of groundwater was determined by SoCalGeo through the review of readily available groundwater data. The nearest monitoring well on record (State Well Number: 01S06W11N001S) is located approximately 8,051 feet east of the site. Water level readings within this monitoring well indicate a groundwater level of 467± feet below the ground surface in April 2017.

Soil Erosion

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface improvements, such as paved roads and buildings, decrease the potential for erosion on-site, but can increase the rate and volume of runoff, potentially causing off-site erosion.

Expansive Soils

Expansive soils are common throughout California and can cause damage to foundations and slabs, separation of masonry, or failure of paved surfaces unless properly treated during construction. Expansive soil conditions could cause damage to facility components if they are not designed with proper engineering and grading practices. The hazard for expansive behavior is considered a low risk for alluvial fan locations because soils in these areas are frequently saturated and generally do not contain clay-sized particles.

Liquefaction

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. [2]

Lateral Spreading

Lateral spreading is a phenomenon where surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces. Lateral spreading is thought to occur on slopes as level as 0.5 percent, or on level ground with a "free face," such as a stream bank. A contributing factor to lateral spreading is the presence of stratified soil in which pore pressures build up within potentially liquefiable layers that are confined by lower permeability soil layers. This can result in significant reductions in shear strength and large lateral deformations and flow failures.

Ground Subsidence

Ground subsidence is the gradual settling or sinking of the ground, usually associated with the extraction of oil, gas, or groundwater from below the ground surface, or the organic decomposition of peat deposits, with a resultant loss in volume. Subsidence has not been observed in the City or on the Project site.

Landslides

Landslides occur in areas of moderate-to-steep topography (e.g., slopes greater than 3:1 (horizontal: vertical)) and where the combination of soil, rock, and groundwater conditions results in ground

[2] SoCalGeo. (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development;* Page 12

movement. Landslides can be initiated by rainfall, earthquakes, volcanic activity, changes in groundwater, disturbance, change of a slope by man-made construction activities, or any combination of these factors. The Project site is relatively flat and is not located on or near a ridge.

Regional Faulting

The faulting and seismicity of southern California is dominated by the San Andreas Fault zone. The zone separates two of the major tectonic plates that comprise the earth's crust. The Pacific Plate lies west of the fault zone. This plate is moving in a northwesterly direction relative to the North American Plate, which lies east of the fault zone. This relative movement between the two plates is the driving force of fault ruptures in western California.

There are numerous faults in southern California that are categorized as active, potentially active, and inactive. A fault is classified as active by the state if it has either moved during the Holocene epoch (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake Fault zone (as established by the California Geological Survey). A fault is classified as potentially active if it has experienced movement within the Quaternary period (during the last 1.6 million years). Faults that have not moved in the last 1.6 million years generally are considered inactive.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. The energy released, as measured on the Moment Magnitude (MW) scale, represents the magnitude of an earthquake. The intensity of an earthquake is measured by the Modified Mercalli Intensity (MMI) scale, which emphasizes the seismic response at a subject site and measures ground shaking severity according to damage done to structures, changes in the earth surface, and personal accounts.

Seismic Conditions

The Project site is located in an area which is subject to strong ground motions due to earthquakes. Numerous faults capable of producing significant ground motions are located near the Project site. However, the Project would be designed pursuant to the 2019 California Building Codes (CBC) and structure damage due to earthquake would be reduced to the greatest extent possible. Research of available maps indicates that the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SoCalGeo did not identify any evidence of faulting during the geotechnical investigation.

Ground Shaking

Ground shaking occurs when energy released during a fault rupture which then travels through subsurface rock, sediment, and soil materials, resulting in motion experienced at the ground surface. Ground shaking intensity varies with the magnitude of the earthquake, the distance from the earthquake epicenter, and the type(s) of geologic substrate the seismic waves move through. Depending on the level of ground motion and the stiffness of the soil, the ground shaking can amplify or de-amplify.

The Rancho Cucamonga General Plan describes ground shaking as all aspects of movement of the Earth's surface resulting from a seismic event. Ground shaking is normally the major cause of damage in earthquakes, and the amount of damage generally correlates to the magnitude of the earthquake and proximity to the event's epicenter.

Paleontological Resources Potential

PaleoWest utilized guidelines set forth by Society of Vertebrate Paleontology (SVP, 2010) to determine the potential for paleontological resources at the proposed Project site. These guidelines establish protocols for the assessment of the paleontological resource potential of underlying geologic units and outline measures to mitigate adverse impacts that could result from project development. Using baseline information gathered during a paleontological resource assessment, the paleontological resource potential of the geologic unit(s) (or members thereof) underlying a project area can be assigned to one of four categories defined by SVP (2010). These categories include high, undetermined, low and no paleontological resource potential.

- High Sensitivity: Vertebrate fossils, as well as the respective stratigraphic units in which these vertebrate fossils were discovered, are likely present, and likely have significant scientific value. In areas of high sensitivity, full-time monitoring is recommended during project-related ground disturbance.
- Low Sensitivity: Stratigraphic units that have yielded few fossils in the past, based upon review of available literature and museum collections records, are considered to possess low paleontological sensitivity. Monitoring is usually not recommended during excavation within a stratigraphic unit of low sensitivity, although spot monitoring may be recommended to confirm that disturbance remains restricted to low-sensitivity units.
- Undetermined Sensitivity: In certain instances, the lack of available literature on a particular geologic unit, or absence of exposures of that unit, make it difficult to determine a unit's likelihood of yielding fossiliferous remains. Under these circumstances, further studies may be recommended to assess the unit's paleontological resource potential (i.e., field survey). If a unit remains of "undetermined" paleontological sensitivity, then it is treated as possessing "high" sensitivity for purposes of initial monitoring and mitigation.
- No Sensitivity: This category includes geological strata that are either too young (<10,000 years old), too weathered, metamorphosed, or too coarse-grained to preserve significant fossilized remains. Metamorphic and plutonic igneous rocks normally do not contain fossils due to the high heat and pressure during their formation, and commonly possess no paleontological sensitivity.

Methodology

In order to assess whether or not a particular area has the potential to contain significant fossil resources at the subsurface, PaeloWest reviewed published geologic mapping to determine the geology and stratigraphy of the area. Geologic units are considered to be "sensitive" for paleontological resources if they are known to contain significant fossils anywhere in their extent. Therefore, formal museum records searches were conducted at the Natural History Museum of Los Angeles County (NHMLAC) and San Bernardino County Museum (SBCM). The museum records searches were supplemented by a review of the University of California Museum of Paleontology (UCMP) online database, which contains paleontological records for San Bernardino County.

Site-Specific Geology and Paleontology

According to published geologic maps, the general Project area is immediately underlain by Holocene age surficial sediments (Qw, Qf) that locally consist of unconsolidated and undissected sand, gravel, and boulders from recently active alluvial fan deposits from the San Gabriel Mountains to the north (PaleoWest 2021). Holocene-age alluvial deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material and are considered to have a low paleontological resource potential in accordance with 2010 SVP guidelines. Nearby outcrops of early Holocene to Pleistocene age alluvial deposits (Qyf_1) indicate any of these geologic units may be present in the subsurface, underlying the younger Quaternary alluvium at an unknown but potentially shallow depth. Pleistocene age alluvial sediments in the Project vicinity and elsewhere in California have preserved Ice Age vertebrate fauna of large land mammals, including specimens of deer, mammoth, camel, horse, bison, badger, mole, rabbit, gray fox, and coyote (PaleoWest 2021).

Records Search Results

According to the PRA, NHMLAC and SBCM do not have on record any previously recorded vertebrate fossil localities directly within the proposed Project site boundaries; however, several fossil localities from sedimentary deposits similar to those found at depth within the Project site have been recorded somewhat nearby. A supplemental review of online museum collections records maintained by UCMP did not indicate any previously recorded vertebrate localities in the vicinity of the proposed Project site (PaleoWest 2021). However, the UCMP database maintains records for at least five vertebrate fossil locality records identified within unnamed Pleistocene deposits elsewhere in San Bernardino County. These recovered specimens included *Equus* (horse), *Lepus* (hare), *Hesperotestudo* (Western turtle), *Ovis canadensis* (bighorn sheep), *Camelops* and *Camelus* (camels), *Tanupolama stevensi* (llama), and *Canis dirus* (dog) (PaleoWest 2021). The SBCM contains records of eight fossil sites within three miles of the Project, to the southeast. SBCM 5.1.11 preserved a partial *Smilodon* skull (sabre-toothed cat) at five feet below ground surface; SBCM 5.1.14 produced the invertebrates *Gyraulus* sp., *Stagnicola* sp., Gastropoda, and Bivalvia, in addition to the vertebrates, *Sylvilagus* sp. (rabbit), *Thomomys* sp. (pocket gopher), *Neotoma* sp. (packrat), *Microtus californicus* (California vole), *Mammut pacificus* (Pacific mastodon) (Cortez 2021). SBCM 5.1.15 resulted in a partial Bison tooth; SBCM 5.1.16 preserved bone fragments of *Camelops hesternus* (camel); SBCM 5.1.17 & 5.1.19 produced large mammal bones and fragmentary remains of *Mammut pacificus* (PaleoWest 2021). SBCM 5.1.20 preserved fragments of *Camelops hesternus*; SBCM 5.1.21 resulted in fragmentary remains of Equus sp. (horse) at 21 feet below ground surface (PaleoWest 2021).

4.5.2 Regulatory Setting

Federal

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act of 1977 (Public Law 95-124) established the National Earthquake Hazards Reduction Program (Program) which is coordinated through the Federal Emergency Management Agency (FEMA), the U.S. Geological Survey (USGS), the National Science Foundation, and the National Institute of Standards and Technology. The purpose of the Congress in this Act to reduce the risks of life

and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards reduction program.

The objectives of the program involve (1) the education of the public, including State and local officials, as to earthquake phenomena, the identification of locations and structures which are especially susceptible to earthquake damage, ways to reduce the adverse consequences of an earthquake, and related matters; (2) the development of technologically and economically feasible design and construction methods and procedures to make new and existing structures, in areas of seismic risk, earthquake resistant, giving priority to the development of such methods and procedures for power generating plants, dams, hospitals, schools, public utilities and other lifelines, public safety structures, high occupancy buildings, and other structures which are especially needed in time of disaster; (3) the implementation, to the greatest extent practicable, in all areas of high or moderate seismic risk, of a system (including personnel, technology, and procedures) for predicting damaging earthquakes and for identifying, evaluating, and accurately characterizing seismic hazards; (4) the development, publication, and promotion, in conjunction with State and local officials and professional organizations, of model building codes and other means to 2 encourage consideration of information about seismic risk in making decisions about land-use policy and construction activity; (5) development, in areas of seismic risk, of improved understanding of, and capability with respect to, earthquake-related issues, including methods of mitigating the risks from earthquakes, planning to prevent such risks, disseminating warnings of earthquakes, organizing emergency services, and planning for reconstruction and redevelopment after an earthquake; (6) the development of ways to increase the use of existing scientific and engineering knowledge to mitigate earthquake hazards; and (7) the development of ways to assure the availability of affordable earthquake insurance.[3]

Occupational Safety and Health Administration (OSHA) Regulations

Excavation and trenching are among the most hazardous construction activities. OSHA's Excavation and Trenching standard, Title 29 of the Code of Federal Regulations (CFR), Part 1926.650, covers requirements for excavation and trenching operations. OSHA requires that all employers must ensure that workers enter trenches only after adequate protections are in place to address cave-in hazards to prevent or greatly reduce the risk of cave-ins and other excavation-related incidents. Other potential hazards associated with trenching work include falling loads, hazardous atmospheres, and hazards from mobile equipment.[4]

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. Disruptions of natural soil functions and function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the Federal

[3] Federal Emergency Management Agency. (1977). *Earthquake Hazards Reduction Act of 1977.* Accessed July 30, 2020. Available at https://www.fema.gov/media-library-data/20130726-1623-20490-0284/public_law_108_360.pdf

[4] Occupational Health and Safety Administration. (2015). *Trenching and Excavation Safety*. Accessed July 20, 2020. Available at https://www.osha.gov/Publications/osha2226.pdf#:~:text=Trenching%20and%20Excavation%20Safety%201%20Introduction%20Excavation%20and,contain%20requirements%20for%20excavation%20and%20trenching%20operations.%20This

Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) requirements, through the National Pollution Discharge Elimination System (NPDES) permitting process, provide guidance for protection of geologic and soil resources.

Paleontological Resources Preservation Act

The Paleontological Resources Preservation Act (PRPA) is part of the Omnibus Public Land Management Act of 2009 (Public Law 111-011 Subtitle D). The PRPA directs the Secretary of the Interior or the Secretary of Agriculture to manage and protect paleontological resources on federal land, and develop plans for inventorying, monitoring, and deriving the scientific and educational use of such resources. It prohibits the removal of paleontological resources from federal land without a permit issued under the PRPA, establishes penalties for violation of the PRPA and establishes a program to increase public awareness about such resources. As of May 18, 2015, the U.S. Department of Agriculture has implemented a new rule that "provides for the preservation, management, and protection of paleontological resources on National Forest System (NFS) lands and ensures that these resources are available for current and future generations to enjoy as part of America's national heritage. The rule addresses the management, collection, and curation of paleontological resources from NFS lands including management using scientific principles and expertise, collecting of resources with and without a permit, curation in an approved repository, maintaining confidentiality of specific locality data, and authorizing penalties for illegal collecting, sale, damaging, or otherwise altering or defacing paleontological resources".

State

California Environmental Quality Act

CEQA requires that public agencies and private interests identify the potential environmental consequences of their Projects on any object or site of significance to the scientific annals of California (Division I, California Public Resources Code [PRC] Section 5020.1 [b]). Appendix G in Section 15023 provides an Environmental Checklist of questions (PRC Section 15023, Appendix G, Section VII, Part f) that includes the following: "Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?"

CEQA does not define "a unique paleontological resource or site." However, the SVP has provided guidance specifically designed to support state and Federal environmental review. The SVP broadly defines significant paleontological resources as follows:

> *"Fossils and fossiliferous deposits consisting of identifiable vertebrate fossils, large or small, uncommon invertebrate, plant, and trace fossils, and other data that provide taphonomic, taxonomic, phylogenetic, paleoecologic, stratigraphic, and/or biochronologic information. Paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (i.e., older than about 5,000 radiocarbon years)."*

Significant paleontological resources are determined to be fossils or assemblages of fossils that are unique, unusual, rare, diagnostically important, or are common but have the potential to provide valuable scientific information for evaluating evolutionary patterns and processes, or which could improve our understanding of paleochronology, paleoecology, paleophylogeography, or depositional histories. New or

unique specimens can provide new insights into evolutionary history; however, additional specimens of even well-represented lineages can be equally important for studying evolutionary pattern and process, evolutionary rates, and paleophylogeography. Even unidentifiable material can provide useful data for dating geologic units if radiometric dating is possible. As such, common fossils (especially vertebrates) may be scientifically important, and therefore considered significant.[5]

California Public Resources Code

Section 5097.5 of the PRC states:

> *"No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor."*

As used in this PRC section, "public lands" means lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with PRC Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others.

2019 California Building Standards Code

The 2019 California Building Standards Code (CBSC) is part of the official compilation and publication of the California Code of Regulations (CCR), Title 24. The CBC is part two of thirteen parts and applies to all applications for building permits. The purpose of the CBSC to establish the minimum requirements to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, stability, access to persons with disabilities, sanitation, adequate lighting and ventilation and energy conservation; safety to life and property from fire and other hazards attributed to the built environment; and to provide safety to firefighters and emergency responders during emergency operations.[6]

Given the regional susceptibility to seismic events, CBC's seismic standards are heavily regarded by local agencies. CBC Chapter 16 addresses structural design requirements governing seismically resistant construction (CBC Section 1604), including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (CBC Sections 1613.5 through 1613.7). CBC Chapter 18 includes (but is not limited to) the requirements for foundation and soil investigations (CBC Section 1803); excavation, grading, and fill (CBC Section 1804); allowable load-bearing values of soils (CBC Section 1806); and the design of footings, foundations, and slope clearances (CBC Sections 1808 and 1809), retaining walls (CBC Section 1807), and pier, pile, driven, and cat in place foundation support systems (CBC Section 1810). CBC Chapter 33 includes, but is not limited to, requirements for safeguards at worksites to ensure stable excavations and cut or fill slopes (CBC Section 3304). Project construction and operations are subject to

[5] PaleoWest. (2021). *Paleontological Resource Assessment for the Napa Industrial Development Project*.
[6] Department of General Services (2019). *California Building Code 2019 (Vol 1 & 2).* Accessed July 20, 2020. Available at https://up.codes/viewer/california/ibc-2018/chapter/new_1/scope-and-administration#new_1.1

occupational safety standards as specified in California OSHA regulations (Title 8 of CCR) and Chapter 33 of the CBC.

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act (PRC Sections 2621-2624, Division 2 Chapter 7.5) was passed in 1972 following the destructive 1971 San Fernando earthquake (magnitude 6.6), which damaged numerous structures due to extensive surface fault ruptures. The purpose of the act is to provide policies and criteria to assist cities, counties, and state agencies in the exercise of their responsibility to prohibit the location of developments and structures for human occupancy across the trace of active faults. Further, it is the intent of this chapter to provide the citizens of the state with increased safety and to minimize the loss of life during and immediately following earthquakes by facilitating seismic retrofitting to strengthen buildings, including historical buildings, against ground shaking.[7]

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act (SHMA) of 1990 (PRC, Chapter 7.8, Sections 2690-2699.6) was passed by the legislature following the 1989 Loma Prieta earthquake. The SHMA directs the Department of Conservation, California Geological Survey (CGS) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides and amplified ground shaking. The purpose of the SHMA is to reduce threats to public safety and to minimize the loss of life and property by identifying and mitigating seismic hazards.

The SHMA also requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps) which are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Local agencies can be more restrictive than state law requires.[8]

State Earthquake Protection Law

The state earthquake protection law (California Health and Safety Code [HSC] Section 19100 et seq.) requires projects to be designed to resist stresses produced by heavy wind and earthquakes. Specific minimum seismic safety and structural design requirements are set forth in Chapter 16 of the CBC which identifies seismic factors that must be considered in structural design. Since the proposed Project site is not located in an Alquist–Priolo Earthquake Fault Zone, no special provisions would be required for Project development related to fault rupture.

[7] California Legislative Information. (1994). *Chapter 7.5. Earthquake Fault Zoning [2621 - 2630].* Accessed July 20, 2020. Available at https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?division=2.&chapter=7.5.&lawCode=PRC

[8] California Department of Conservation. (1990). *Seismic Hazards Mapping Act.* Accessed July 20, 2020. Available at https://www.conservation.ca.gov/cgs/shma#:~:text=The%20Seismic%20Hazards%20Mapping%20Act%20%28SHMA%29%20of%201990,of%20liquefaction%2C%20earthquake-induced%20landslides%20and%20amplified%20ground%20shaking.

Local

City of Rancho Cucamonga General Plan[9]

Public Health and Safety Element

The Public Health and Safety Element of the City's General Plan (GP) maintains the goal of planning with a focus on minimizing potential hazards and health risks for the community which would ultimately increase public health and safety for the City. These goals and policies also include avoidance measures and best practices for geologic and seismic risks.

Goal PS-5 ***Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.***

Policy PS-5.1 Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.

Policy PS-5.5 Continue to incorporate the most recent seismic safety practices into City codes and project review processes.

Policy PS-5.6 During the environmental and developmental review process, promote alternative project designs that incorporate low-intensity land uses in areas determined to have significant seismic or geologic constraints.

The City's does not list any specific policies regarding paleontological resources; however, the City's GP states that the City will continue to screen proposals in accordance to CEQA and will require the research of any proposed development site that may be determined to have the potential to contain paleontological resources. The GP further states that should paleontological resources be discovered, the City will take the appropriate measures for the proper handling of the resources in accordance with existing laws.

City of Rancho Cucamonga Municipal Code[10]*, Title 15 – Buildings and Construction*

City of Rancho Cucamonga Municipal Code (MC) Chapter 15.42 contains policies and regulations regarding Project design; specifically, for buildings. The goal of the section is to increase safety throughout the City and minimize damage to buildings and structures. This section does not affect buildings deemed historically significant, nor does it require the alteration of existing utility facilities.

4.5.3 Standards of Significance

The following significance criteria for geology and soils were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant which would require mitigation if it would meet one of the following criteria:

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

[9] City of Rancho Cucamonga. (2015). *City of Rancho Cucamonga General Plan.* Accessed July 20, 2020.
[10] City of Rancho Cucamonga Municipal Code §15.42

  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (Refer to Division of Mines and Geology Special Publication 42);
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or
  - Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.5.4 Project Impacts and Mitigation

Impact 4.5-1: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

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

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

According to the latest U.S Quaternary Faults data, the nearest quaternary earthquake fault to the proposed Project site is an unnamed fault near the City of Fontana. The unnamed fault is classified as a late quaternary fault, but not considered an Alquist-Priolo Fault. Furthermore, the Geotechnical Investigation Report conducted by SoCalGeo did not identify the Project site within an Alquist-Priolo fault zone. *Table 4.5-1: Nearby Fault Lines and Fault Zones*, summarizes the nearest fault zones and fault lines to the Project.

Table 4.5-1: Nearby Fault Lines and Fault Zones

Name	Type	Alquist-Priolo?	Distance from Site	Direction from Site
Alquist-Priolo Fault Zone	Fault Zone	Yes	6.1 miles	North
Unnamed Fault Near Fontana	Faut Line	No	2.8 miles	East
Sierra Madre Fault	Fault Line	Yes	6.2 miles	North
Red Hill Etiwanda Fault	Fault Line	No	3.7 miles	Northwest
Red Hill Etiwanda Fault Zone	Fault Zone	No	3.4 miles	Northwest

Sources: California Department of Conservation. (2018). *Geologic Hazard Maps: Alquist-Priolo Fault Zones.* Retrieved from: https://maps.conservation.ca.gov/geologichazards/
U.S. Geological Survey. (2019). *US Quaternary Faults.* Retrieved from https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf.

In addition, each proposed building would be designed using the latest CBCs, as adopted by the Building Standards Commission, to minimize impacts from seismic activity. The Building Standards Commission performs all functions relating to the adoption and publication of the CBSC in Title 24 of the CCR prescribed by the California Building Standards Law in HSC, Division 13, Part 2.5, commencing with Section 18901. The Project site is not located within or adjacent to an Alquist-Priolo Fault line or zone and would be designed with the latest federal and state building standards. Therefore, impacts from fault ruptures would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.5-1: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

ii. Strong seismic ground shaking?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project and Alternate Project

The City is located within 10 miles of two of California's active faults, the San Andreas and San Jacinto Faults which are capable of producing ground shaking motions to the region. Significant damage to structures may be unavoidable in earthquake conditions. However, the proposed building(s) would be designed to resist structural collapse and provide protection from serious injury, catastrophic property damage and loss of life. These design standards would be congruent with the 2019 CBC. With implementation of MM GEO-1, all project plans would be reviewed for compliance with applicable building requirements, in order to prevent harmful effects resulting from strong seismic ground shaking. Therefore, impacts regarding strong seismic ground shaking would be less than significant with mitigation incorporated.

Mitigation Measures

MM GEO-1 Prior to the issuance of any grading permit or building permit, City Staff shall review all Project plans involving grading, foundation, structural, infrastructure, and all other relevant construction to ensure compliance with the applicable recommendations from the Geotechnical Investigation and other applicable Code requirements. Specific

design considerations as outlined in the Geotechnical Investigation included in *Appendix D* shall be implemented to minimize the risk for geological hazards included in the Project construction plans.

Impact 4.5-1: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iii. Seismic-related ground failure, including liquefaction?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The CGS has not yet conducted detailed seismic hazards mapping in the area of the Project site according to the County's Land Use Plan, General Plan, and Geologic Hazard Overlays Map. The County's Map FH28 (http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/EHFHC_20100309new.pdf) indicates that the subject site is not located within an area of liquefaction susceptibility. Furthermore, on-site subsurface conditions encountered by SoCalGeo geologists at the boring and trench locations indicates that liquefaction would not be considered a design concern for the Project. See *Figure 4.5-1* for boring and trench locations. Therefore, impacts regarding ground failure, including liquefaction would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.5-1: ***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

iv. Landslides?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project site is not located within or near extreme elevation differences that would potentially result in landslide effects. According to the San Bernardino County Geologic Hazard map, the Project site is not regionally located within a zone of generalized landslide susceptibility and is also outside of the hazard zone for rockfall/debris-flow.[11] Therefore, impacts resulting from landslides would be less than significant.

Mitigation Measures

No mitigation is required.

[11] County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays.* San Bernardino, CA: County of San Bernardino

Impact 4.5-2: Would the Project result in substantial soil erosion or the loss of topsoil?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Project and Alternate Project

In order to determine on-site soil characteristics for both geotechnical design considerations and site preparation recommendations, SoCalGeo performed a subsurface exploration at 10 borings at depths of 15 to 25± feet below the existing site grades. Additionally, 6 trenches were excavated to depths of 9.5 to 10± feet below the existing site grades.[12] See *Figure 4.5-1* for boring and trench locations. Artificial fill soils were encountered at the ground surface of most of the boring and trench locations, extending to depths of 1½ to 5½± feet below the existing site grades. The artificial fill soils generally consisted of loose to medium dense silty fine sands with traces of little medium to coarse sand, and little to some fine to coarse gravel content. Testing concluded that the fill soils possessed variable strengths and densities. Results of consolidation/collapse testing also concluded that fill materials possess a minor potential for hydrocollapse when inundated with water. Based on these considerations, SoCalGeo concluded that the artificial fill material would be unsuitable to support the proposed structures. Therefore, remedial grading would be utilized within the proposed building areas in order to remove all undocumented fill soils in their entirety including the upper portion of the near-surface native alluvial soils and replaced with compacted structural fill.

In addition to the excavation and removal of the fill material, development of the Project site would require grading preparation, excavation, site stripping and demolition that could result in soil erosion if exposed to periods of high wind or storm-related events. General dust control measures such as watering would be required to minimize erosion and construction-related dust. Construction contractors would also be required to create a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to further reduce wind erosion. Furthermore, the construction contractor would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) that lists Best Management Practices (BMPs) for reducing the potential for water erosion and runoff during construction. Examples of BMPs include the use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control; and protecting slopes and channels and provide energy dissipation. Therefore, with implementation of recommended remedial grading, dust control plan, SWPPP, and MM GEO-1, impacts regarding substantial soil erosion and loss of topsoil would be less than significant with mitigation incorporated.

Operations

Project and Alternate Project

Operation activities for the Project and Alternate Project would not involve procedures which would result in substantial soil erosion. Following construction of the Project site, the site would be covered with hardscape and landscaping, which would include ground cover to reduce erosion or loss of on-site soils post-construction. This would ensure that operations under the Project and Alternate Project would not result in the loss of topsoil or sedimentation into local drainage facilities and water bodies; refer to

[12] SoCalGeo. (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development;* Page 6

Section 4.8, Hydrology and Water Quality. In addition, a network of storm drains and gutters would be installed, upgraded if needed, and maintained as necessary throughout the developed site. Therefore, the potential for substantial soil erosion or the loss of topsoil is considered less than significant.

Mitigation Measures

MM GEO-1 would be applied.

Impact 4.5-3: ***Would the proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project and Alternate Project

As discussed for Impact 4.5-1(i) through 4.5-1(iv), the Project site is not located within any known fault lines or zones, included those considered Alquist-Priolo fault lines and fault zones. The Project site and the surrounding area is relatively flat and/or developed which indicates that the Project would not be susceptible to landslides nor cause significant erosion that would result in a landslide or lateral spreading.

As discussed above in Impact 4.5-1 (iii), the primary factors which influence the potential for liquefaction include shallow groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface. The static groundwater table is considered to have existed at a depth in excess of 25± feet below existing site grades, at the time of the subsurface investigation. Soils above the historic static groundwater table are generally not considered to be susceptible to liquefaction. Although CGS has not conducted detailed seismic hazards mapping in the area of the Project site, the San Bernardino County Geologic Hazard map shows the site is located outside of any landslide and liquefaction susceptibility areas.[13] Based on the mapping performed by the County and the subsurface conditions encountered at the boring and trench locations, liquefaction is not considered to be a design concern for this Project.

According to the GP, subsidence has not been observed in the City, and therefore, would not be considered a significant risk at the proposed Project site. MM GEO-1 would further reduce these risks through the guidelines provided in the Geotechnical Investigation.

The Project site location is outside of a landslide and liquefaction susceptibility area. This combined with compliance of seismic design parameters recommended by SoCalGeo pursuant to the 2019 CBC, and implementation of MM GEO-1, impacts related to unstable soils, landslide, lateral spreading, subsidence, liquefaction or collapse would be less than significant with mitigation incorporated. See impact discussions 4.5-1(i) through 4.5-1(iv) for further discussion.

[13] County of San Bernardino. (2010). *San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays.* San Bernardino, CA: County of San Bernardino.

Mitigation Measures

MM GEO-1 would be applied.

Impact 4.5-4: ***Would the proposed Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

Level of Significance: No Impact

Per *Section 1803.2 Expansive Soil* of the 1994 Uniform Building Code, "When the expansive characteristics of a soil are to be determined, the procedures shall be in accordance with U.B.C. Standard 18-2 and the soil shall be classified according to Table 18-1-B. Foundations for structures resting on soils with an expansion index greater than 20, as determined by U.B.C. Standard 18-2, shall require special design consideration. In the event the soil expansion index varies with depth, the weighted index shall be determined according to Table 18-I-C." See *Tables 4.5-2* and *4.5-3* below for Table 18-1-B and Table 18-I-C.

Table 4.5-2: Uniform Building Code Table 18-1-B – Classification of Expansive Soil

Expansion Index	Potential Expansion
0-20	Very low
21-50	Low
51-90	Medium
91-130	High
Above 130	Very high
Source: 1994 Uniform Building Code. Available at https://digitalassets.lib.berkeley.edu/ubc/UBC_1994_v2.pdf. Accessed January 2021.	

Table 4.5-3: Uniform Building Code Table 18-1-C – Weighted Expansion Index[1]

Depth Interval[2] x 304.8 for mm	Weight Factor
0-1	0.4
1-2	0.3
2-3	0.2
3-4	0.1
Below 4	0
Notes: [1] The weighted expansion index for nonuniform soils is determined by multiplying the expansion index for each depth interval by the weight factor for that interval and summing the products. [2] Depth in feet (305 mm) below the ground surface.	
Source: 1994 Uniform Building Code. Available at https://digitalassets.lib.berkeley.edu/ubc/UBC_1994_v2.pdf. Accessed January 2021.	

On-site soil was determined to be non-expansive.

Construction and Operations

Project and Alternate Project

The near-surface soils found by SoCalGeo generally consist of sands and silty sands with no appreciable clay content and soils were visually classified as non-expansive. As a result, no design considerations related to expansive soils would be required for the proposed Project site. Therefore, no impact related to expansive soils would occur.

Mitigation Measures

No mitigation is required.

Impact 4.5-5: ***Would the proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

No septic tanks or other alternative wastewater disposal systems are planned for the Project site, as the Project would be connected to the Cucamonga Valley Water District's existing sewer system. Groundwater and wastewater systems are further discussed in *Section 4.13, Utilities and Service Systems,* of this EIR. No impact would occur.

Mitigation Measures

No mitigation is required.

Impact 4.5-6: ***Would the proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project and Alternate Project

According to PaleoWest's PRA, shallow excavations in the Project site (approximately 5 feet in depth or less) would be unlikely to yield any significant paleontological resources. This determination is based on the fact that younger Quaternary deposits are void of fossils and near-surface alluvium is usually too young to contain fossils, and therefore, possesses low sensitivity. Active sedimentation of alluvial fans peripheral to the San Gabriel Mountains through the Holocene has likely resulted in substantial, young, basin fill in the Project vicinity. As a result, no effects to paleontological resources would be expected from earth-moving activities at shallow depths at the proposed Project site. However, deeper excavations that may extend down into older Quaternary (Pleistocene) alluvial deposits would be more likely to unearth fossil vertebrate remains (PaleoWest 2021). Older Quaternary deposits underlying the general Project vicinity are considered to have a high paleontological sensitivity because they have proven to yield significant paleontological resources (i.e., identifiable vertebrate fossils) in the past. Generally, ground-disturbing activities exceeding depths beyond Holocene soils and younger Quaternary alluvium would encounter older Quaternary alluvium. In order to reduce impacts to any undiscovered paleontological resource, MM GEO-2 through MM GEO-5 shall be implemented. To reduce impacts to paleontological resources MM GEO-2 would require Worker's Environmental Awareness Program which would, among other things, outline steps to follow in the event that a fossil discovery is made. MM GEO-3 would require the preparation and implementation of a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) which will describe monitoring required during excavations. MM GEO-4 identifies steps to be

taken in the event of a fossil discovery and MM GEO-5 requires the preparation of a final mitigation and monitoring report. Impacts on paleontological resources would be less than significant with mitigation incorporated.

Mitigation Measures

MM GEO-2 **Worker's Environmental Awareness Program (WEAP).** Prior to the start of the proposed Project activities, all field personnel will receive a worker's environmental awareness training on paleontological resources. The training will provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the Project area, the role of the paleontological monitor, outline steps to follow in the event that a fossil discovery is made, and provide contact information for the Project Paleontologist. The training will be developed by the Project Paleontologist and can be delivered concurrent with other training including cultural, biological, safety, etc.

MM GEO-3 **Paleontological Mitigation Monitoring.** Prior to the commencement of ground-disturbing activities, a professional paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards for Qualified Professional Paleontologist, will be retained by the Project Applicant to prepare and implement a Paleontological Resources Mitigation and Monitoring Plan (PRMMP) for the proposed Project. The PRMMP will describe the monitoring required during excavations that extend into older Quaternary (Pleistocene) age sediments, and the location of areas deemed to have a high paleontological resource potential. The City shall have final review and approval of the PRMMP. Monitoring will entail the visual inspection of excavated or graded areas and trench sidewalls. If the Project Paleontologist determines full-time monitoring is no longer warranted, based on the geologic conditions at depth, he or she may recommend that monitoring be reduced or cease entirely.

MM GEO-4 **Fossil Discoveries.** In the event that a paleontological resource is discovered, the monitor will have the authority to temporarily divert the construction equipment around the find until it is assessed for scientific significance and, if appropriate, collected. If the resource is determined to be of scientific significance, the Project Paleontologist shall complete the following:

1. Salvage of Fossils. If fossils are discovered, all work in the immediate vicinity should be halted to allow the paleontological monitor, and/or Project Paleontologist to evaluate the discovery and determine if the fossil may be considered significant. If the fossils are determined to be potentially significant, the Project Paleontologist (or paleontological monitor) should recover them following standard field procedures for collecting paleontological as outlined in the PRMMP prepared for the project. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily

direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

2. Fossil Preparation and Curation. The PRMMP will identify the museum that has agreed to accept fossils that may be discovered during project-related excavations. Upon completion of fieldwork, all significant fossils collected will be prepared in a properly equipped laboratory to a point ready for curation. Preparation may include the removal of excess matrix from fossil materials and stabilizing or repairing specimens. During preparation and inventory, the fossils specimens will be identified to the lowest taxonomic level practical prior to curation at an accredited museum. The fossil specimens must be delivered to the accredited museum or repository no later than 90 days after all fieldwork is completed. The cost of curation will be assessed by the repository and will be the responsibility of the client.

MM GEO-5 **Final Paleontological Resources Mitigation Monitoring Report.** Upon completion of ground-disturbing activity (and curation of fossils if necessary) the Project Paleontologist should prepare a final mitigation and monitoring report outlining the results of the paleontological resources mitigation and monitoring program, or PRMMP. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

4.5.5 Cumulative Impacts

As discussed above, southern California as a region is prone to seismic activity with a range of geologic and soil conditions which vary widely due to differences in landforms and proximity to fault zones. Therefore, while geotechnical and soil impacts may be associated with the cumulative development, the very nature of the impacts are generally site-specific and typically little, if any, cumulative relationship between the development of project and development within a larger cumulative area exists. While seismic conditions vary regionally in nature, seismic impacts on a given project site are site-specific. In this case, buildout of the proposed Project and Alternate Project would not alter geologic events or soil features/characteristic (such as ground shaking, seismic intensity, or soil expansion). In addition, the Project and Alternate Project would not be expected to significantly alter any paleontological resource with the implementation of mitigation measures listed above. Therefore, the proposed Project and Alternate Project would not expose people more to seismic hazards nor significantly impact any paleontological resources while other project developments located near seismic faults would differ in impacts.

Current building codes and regulations apply to all present and reasonably foreseeable future projects. In addition, the City may also require even more rigorous standards depending on an individual site's condition. As a result, the proposed Project and Alternate Project included with past, present, and reasonably foreseeable future projects would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions. Further, the proposed Project's compliance with the 2019 CBC, City building code requirements, and GP policies would ensure that potential geology and soil impacts be reduced to a level that is less than significant. Therefore, the proposed Project's incremental contribution to cumulative geotechnical, seismic, and paleontological impacts would be less than significant.

4.6 GREENHOUSE GAS EMISSIONS

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Speedway Commerce Center Project's (Project) potential greenhouse gas (GHG) emissions. This section also includes an analysis of the significance of the impact of these GHGs. The existing condition (site conditions at the time of Notice of Preparation distribution [September 2020]) was used as the baseline against which to compare potential impacts associated with implementation of the Project. Information presented in this analysis is derived largely from the *Air Quality Assessment* and *Greenhouse Gas Emissions Assessment* for the Speedway Commerce Center Project prepared by Kimley-Horn (2021, *Appendix A* of Draft EIR). As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse a project and include the development of two warehouse buildings, (Buildings A and B) on a 34.61-acre site. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy; Section 4.6, Greenhouse Gas Emissions*; *Section 4.10, Noise;* and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) would be occupied by 100 percent E-Commerce use (100 Percent E-Commerce Worst-Case Scenario).

4.6.1 Environmental Setting

South Coast Air Basin

The South Coast Air Basin (SCAB) is a 6,645-square mile area bounded by the San Gabriel, San Bernardino, and the San Jacinto Mountains to the north and east, and the Pacific Ocean to the west. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, along with the San Gorgonio Pass area of Riverside County. The distinctive climate of the SCAB is attributable to its terrain, which is a coastal plain with connecting broad valleys and low hills, and its geographical location, which is bounded by the Pacific Ocean to the west and high mountains to the north, east, and south.

The extent and severity of air pollution in the SCAB is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of air pollutants throughout the SCAB, making it an area of high pollution potential.

Greenhouse Gases and Climate Change

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a

much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[1] *Table 4.6-1: Description of Greenhouse Gases* describes the primary GHGs attributed to global climate change, including their physical properties.

Table 4.6-1: Description of Greenhouse Gases

Greenhouse Gas	Description
Carbon Dioxide (CO_2)	CO_2 is a colorless, odorless gas that is emitted naturally and through human activities. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The largest source of CO_2 emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. The atmospheric lifetime of CO_2 is variable because it is readily exchanged in the atmosphere. CO_2 is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining Global Warming Potentials for other GHGs.
Nitrous Oxide (N_2O)	N_2O is largely attributable to agricultural practices and soil management. Primary human-related sources of N_2O include agricultural soil management, sewage treatment, combustion of fossil fuels, and adipic and nitric acid production. N_2O is produced from biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N_2O is approximately 120 years. The Global Warming Potential of N_2O is 298.
Methane (CH_4)	CH_4, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Methane is the major component of natural gas, about 87 percent

[1] Intergovernmental Panel on Climate Change, *Carbon and Other Biogeochemical Cycles. In: Climate Change 2013: The Physical Science Basis, Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change*, 2013. http://www.climatechange2013.org/ images/report/WG1AR5_ALL_FINAL.pdf.

Greenhouse Gas	Description
	by volume. Human-related sources include fossil fuel production, animal husbandry, rice cultivation, biomass burning, and waste management. Natural sources of CH_4 include wetlands, gas hydrates, termites, oceans, freshwater bodies, non-wetland soils, and wildfires. The atmospheric lifetime of CH_4 is about 12 years and the Global Warming Potential is 25.
Hydrofluorocarbons (HFCs)	HFCs are typically used as refrigerants for both stationary refrigeration and mobile air conditioning. The use of HFCs for cooling and foam blowing is increasing, as the continued phase-out of CFCs and HCFCs gains momentum. The 100-year Global Warming Potential of HFCs range from 124 for HFC-152 to 14,800 for HFC-23.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Two main sources of PFCs are primary aluminum production and semiconductor manufacturing. Global Warming Potentials range from 6,500 to 9,200.
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. They are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. The Montreal Protocol on Substances that Deplete the Ozone Layer prohibited their production in 1987. Global Warming Potentials for CFCs range from 3,800 to 14,400.
Sulfur Hexafluoride (SF_6)	SF_6 is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas. The Global Warming Potential of SF_6 is 23,900.
Hydrochlorofluorocarbons (HCFCs)	HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, HCFCs are subject to a consumption cap and gradual phase out. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year Global Warming Potentials of HCFCs range from 90 for HCFC-123 to 1,800 for HCFC-142b.
Nitrogen Trifluoride (NF_3)	NF_3 was added to Health and Safety Code section 38505(g)(7) as a GHG of concern. This gas is used in electronics manufacture for semiconductors and liquid crystal displays. It has a high global warming potential of 17,200.

Source: Compiled from U.S. EPA, *Overview of Greenhouse Gases*, April 11, 2018 (https://www.epa.gov/ghgemissions/overview-greenhouse-gases); U.S. EPA, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2016*, 2018; Intergovernmental Panel on Climate Change, *Climate Change 2007: The Physical Science Basis*, 2007; National Research Council, Advancing the Science of Climate Change, 2010; U.S. EPA, *Methane and Nitrous Oxide Emission from Natural Sources*, April 2010.

4.6.2 Regulatory Setting

Federal

Please see the Regulatory Setting section in the GHG Assessment located in Draft EIR *Appendix A* for a full list of federal and state regulations, policies, and executive orders (EO).

To date, national standards have not been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the federal level. Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. These are briefly summarized below.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (U.S. EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007) 549 U.S. 497. The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Federal Clean Air Act (FCAA) and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing FCAA and the U.S. EPA's assessment of the scientific evidence that form the basis for the U.S. EPA's regulatory actions.

Federal Vehicle Standards

In response to the U.S. Supreme Court ruling discussed above, EO 13432 was issued in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. In 2009, the National Highway Traffic Safety Administration (NHTSA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011, and in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, an Executive Memorandum was issued directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the U.S. EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017-2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of CO_2 in model year 2025, on an average industry fleet-wide basis, which is equivalent to 54.5 miles per gallon (mpg) if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking. On January 12, 2017, the EPA finalized its decision to maintain the current GHG emissions standards for model years 2022–2025 cars and light trucks. It should be noted that the U.S. EPA is currently proposing to freeze the vehicle fuel efficiency standards at their planned 2020 level (37 mpg), canceling any future strengthening (currently 54.5 mpg by 2026).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.

In 2018, the President and the U.S. EPA stated their intent to halt various federal regulatory activities to reduce GHG emission, including the phase two program. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. On September 27, 2019, the U.S. EPA and the NHTSA published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California's authority to set its own GHG emissions standards and set zero-emission vehicle mandates in California. On March 31, 2020, the U.S. EPA and NHTSA finalized rulemaking for SAFE Part Two sets CO_2 emissions standards and corporate average fuel economy (CAFE) standards for passenger vehicles and light-duty trucks, covering model years 2021-2026.

State

California Air Resources Board (CARB)

The CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 459 million gross metric tons of CO_2e in 2013. In the State, the transportation sector is the largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark Assembly Bill (AB) 32, *California Global Warming Solutions Act of 2006*, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the major provisions of the legislation.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

California Air Resource Board Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[2] The Scoping Plan evaluates opportunities for sector-

[2] CARB defines business-as-usual (BAU) in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

specific reductions, integrates early actions and additional GHG reduction measures by both CARB and the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[3] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

[3] The Climate Action Team, led by the secretary of the California Environmental Protection Agency, is a group of State agency secretaries and heads of agencies, boards, and departments. Team members work to coordinate statewide efforts to implement global warming emissions reduction programs and the State's Climate Adaptation Strategy.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan.[4] The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by EO B-30-15 and codified by S.B. 32. Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in EO B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 350 (Clean Energy and Pollution Reduction Act of 2015)

Signed into law on October 7, 2015, SB 350 implements the goals of EO B-30-15. The objectives of SB 350 are to increase the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 25 percent by 2027) and to double the energy efficiency savings in electricity and natural gas end uses of retail customers through energy efficiency and conservation. SB 350 also reorganizes the Independent System Operator to develop more regional electricity transmission markets and improve accessibility in these markets, which will facilitate the growth of renewable energy markets in the western United States.

Senate Bill 100 (California Renewables Portfolio Standard Program: Emissions of Greenhouse Gases)

Signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. EO S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target.

[4] California Air Resources Board, *California's 2017 Climate Change Scoping Plan,* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed February 8, 2021.

Executive Order B-30-15. Issued on April 29, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of MMTCO2e. The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by EO S-3-05. The EO also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, EO B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The EO requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The EO also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

California Regulations and Building Codes

California has a long history of adopting regulations to improve energy efficiency in new and remodeled buildings. These regulations have kept California's energy consumption relatively flat even with rapid population growth.

Title 20 Appliance Efficiency Regulations. The appliance efficiency regulations (California Code of Regulations [CCR] Title 20, Sections 1601-1608) include standards for new appliances. Twenty-three categories of appliances are included in the scope of these regulations. These standards include minimum levels of operating efficiency, and other cost-effective measures, to promote the use of energy- and water-efficient appliances.

Title 24 Building Energy Efficiency Standards. California's Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy-efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Building Energy Efficiency Standards were adopted on May 9, 2018 and take effect on January 1, 2020. Under the 2019 standards, homes will use about 53 percent less energy and nonresidential buildings will use about 30 percent less energy than buildings under the 2016 standards.

Title 24 California Green Building Standards Code. The California Green Building Standards Code (CCR Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent

update to the CALGreen Code went into effect January 1, 2020 (2019 CALGreen). The 2019 CALGreen standards will continue to improve upon the existing standards for new construction of, and additions and alterations to, residential and nonresidential buildings.

CARB Advanced Clean Truck Regulation

CARB adopted the Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. This rule puts California on the path for an all zero-emission short-haul drayage fleet in ports and railyards by 2035, and zero-emission "last-mile" delivery trucks and vans by 2040. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8. The regulation has two components including a manufacturer sales requirement, and a reporting requirement:

- Zero-Emission Truck Sales: Manufacturers who certify Class 2b through 8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales need to be 55 percent of Class 2b – 3 truck sales, 75 percent of Class 4 – 8 straight truck sales, and 40 percent of truck tractor sales.
- Company and Fleet Reporting: Large employers including retailers, manufacturers, brokers and others would be required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting #15) held in September 2010, the SCAQMD recommended a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.

With the tiered approach, the Project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 metric tons of CO_2e ($MTCO_2e$) per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). The Working Group also noted that although the GHG significance threshold for industrial sources is based only on operation natural gas usage at facilities evaluated, the

GHG threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a service population basis (the sum of the number of jobs and the number of residents provided by a project) such that a project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

As the Project involves the construction of a new warehouse, the 10,000 $MTCO_2e$ per year industrial screening threshold has been selected as the significance threshold, as it is most applicable to the Project.

Southern California Association of Governments (SCAG)

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy [2020-2045 RTP/SCS]). The RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

Local

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga (City) General Plan (GP) is a roadmap that encompasses the hopes, aspirations, values and dreams of the community. The City has taken several steps to begin addressing climate change and reduce communitywide GHG emissions. These efforts include partnerships with

regional agencies, including the San Bernardino Council of Governments/San Bernardino County Transportation Authority (SBCOG/SBCTA), to prepare the *San Bernardino Regional Greenhouse Gas Reduction Plan* and the City's *Sustainable Community Action Plan*, which identify strategies for reducing GHG emissions. Similarly, the *Resilient I.E.* Program, developed through a partnership between Western Riverside Council of Governments (WRCOG) and SBCOG/SBCTA, identifies regional adaptation measures to assist cities in building resilience and adapting to anticipated climate change impacts. The City's GP policies that directly address reducing and avoiding GHG impacts include the following:

Goal ED-4 ***Implement consistent high-quality standards for all future development.***

Policy ED-4.2 Make green building and green business a priority.

Goal RC-4 ***Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources, in an effort to minimize greenhouse gas and other air emissions.***

Policy RC-4.1 Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.

Goal RC-6 **Encourage and support green building in Rancho Cucamonga**

Policy RC-6.2 Encourage green practices for new and existing buildings throughout the community.

Policy RC-6.3 Promote energy-efficient design features, including but not limited to, appropriatesite orientation, use of light-colored roofing and building materials, and use of deciduous trees and windbreak trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.

Policy RC-6.4 Promote green practices and the use of energy-saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy-efficient design in all projects and assist residential, commercial, and industrial users.

A summary of the Project's consistency with applicable General Plan policies related to GHG reduction, and planning goals and policies is shown in *Table 4.9-3: Rancho Cucamonga General Plan Consistency* in *Section 4.9 Land Use and Planning*.

As discussed above, the City adopted the Sustainable Community Action Plan (SAP) in 2017. The SAP uses the inventory and forecasts prepared through the Regional Reduction Plan (RRP) to aspire to reduce GHG emissions. Through RRP, the City selected a goal to reduce community GHG emissions to a level 15 percent below 2008 GHG emissions by 2020. Through policies in the City's 2010 GP and reduction measures identified in the Regional Reduction Plan, GHG emissions in the city would be reduced through implementation of the following general strategies:

- Promoting sustainable development that reduces environmental impacts;
- Working towards a sustainable jobs-housing balance;

- Implementing land use patterns and policies that incorporate smart growth practices;
- Reducing operational energy requirements through sustainable and complementary land use patterns;
- Promoting pedestrian-friendly development; and
- Supporting development projects that are designed to facilitate convenient access for pedestrians, bicycles, transit, and automobiles.

4.6.3 Standards of Significance

CEQA Thresholds and Significance Criteria

The following significance criteria for air quality were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.[5]

Approach to Analysis

This analysis of impacts on GHG resources examines the Project's temporary (i.e., construction, as these emissions would cease after construction ends) and ongoing permanent (i.e., operational) effects based on application of the significance criteria/thresholds outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. Each criterion is discussed in the context of Project components that share similar characteristics/geography. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

South Coast Air Quality Management Thresholds

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric "bright-line" threshold of 10,000 metric tons per year of CO_2e for industrial land uses. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). These efficiency-based

[5] 14 California Code of Regulations, Section 15064.4a

thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The numeric "bright line" was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

The City has not adopted project-specific significance thresholds. As the Project involves the construction of new warehouse buildings, the 10,000 $MTCO_2e$ per year industrial screening threshold has been selected as the significance threshold, as it is most applicable to the Project. This threshold is selected because the proposed Project is analogous to an industrial use much more closely than any other land use such as commercial or residential in terms of its expected operating characteristics. Typical industrial zoned areas include storage facilities, warehouses, plants, and airports, while commercial land uses are generally designated as businesses that have some kind of interaction with the public and typically include offices, retail stores, hotels, or restaurants. Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[6] The 10,000 $MTCO_2eq$ per year threshold is used in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the State CEQA Guidelines.

4.6.4 Project Impacts and Mitigation

Impact 4.6-1: ***Would the Project generate GHG emissions, either directly or indirectly, that could have a significant impact on the environment?***

Level of Significance: Less Than Significant Impact with Mitigation Incorporated

Construction Emissions

The Project would result in direct emissions of CO_2, N_2O, and CH_4 from construction equipment and the transport of materials and construction workers to and from the Project site. The GHG emissions only occur during temporary construction activities and would cease once construction is complete. The total GHG emissions generated during all phases of construction were combined and are shown in *Table 4.6-2: Unmitigated Construction-Related Greenhouse Gas Emissions (Project).*

Table 4.6-2: Unmitigated Construction-Related Greenhouse Gas Emissions (Project)

Category	$MTCO_2e$
2021 Construction	648
2022 Construction	762
Total Construction Emissions	1,410
30-Year Amortized Construction	47
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

[6] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

As shown in *Table 4.6-2*, development of the Project would result in the generation of approximately 1,410 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[7] The amortized Project construction emissions would be 47 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Alternate Project

The Alternate Project would result in direct emissions of GHGs from construction. The approximate quantity of daily GHG emissions generated by off-road construction equipment and on-road vehicles utilized to build the Project is shown in *Table 4.6-3: Unmitigated Construction-Related Greenhouse Gas Emissions (Alternate Project).*

As shown in *Table 4.6-3*, development of the Alternate Project would result in the generation of approximately 1,316 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions.[8] The amortized Project construction emissions would be 44 $MTCO_2e$ per year. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.6-3: Unmitigated Construction-Related Greenhouse Gas Emissions (Alternate Project)

Category	$MTCO_2e$
2021 Construction	547
2022 Construction	770
Total Construction Emissions	1,316
30-Year Amortized Construction	44
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

100 Percent E-Commerce Worst-Case Scenario

The 100 Percent E-Commerce Worst-Case Scenario would result in direct emissions of GHGs from construction consistent with the Project as the construction would be for the two warehouse buildings. The approximate quantity of daily GHG emissions generated by off-road construction equipment and on-road vehicles utilized to build the Project is shown in *Table 4.6-4: Unmitigated Construction-Related Greenhouse Gas Emissions (100 Percent E-Commerce). Table 4.6-4* shows that construction of the 100 Percent E-Commerce scenario would generate1,290 $MTCO_2e$ over the course of construction and 43 $MTCO_2e$ per year when amortized over 30 years.

[7] The Project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

Table 4.6-4: Unmitigated Construction-Related Greenhouse Gas Emissions (*100 Percent E-Commerce*)

Category	$MTCO_2e$
2021 Construction	542
2022 Construction	750
Total Construction Emissions	1,290
30-Year Amortized Construction	43
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

Operational Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators.

Total GHG emissions associated with operation of the Project are summarized in *Table 4.6-5: Unmitigated Greenhouse Gas Emissions (Project).* Along with the emissions calculated by CalEEMod *Table 4.6-5* also includes emissions from transport refrigeration units (TRU) and CO_2 sequestration associated with the planting of approximately 284 trees per the landscape plan. *Table 4.6-5* shows that operation of the Project would generate approximately 14,394 $MTCO_2e$ annually from both construction and operations. It should be noted that the proposed development is speculative, and it is unknown if warehouses would be refrigerated. Refrigerated buildings and TRUs were assumed for modeling purposes to provide a worst-case scenario.

Table 4.6-5: Unmitigated Greenhouse Gas Emissions (Project)

Emissions Source	$MTCO_2e$ per Year
Amortized Construction Emissions	47
Area	0.02
Energy[1]	8,066
Mobile	5,389
Transport Refrigeration Units[2]	88
Off-Road Equipment	99
Waste[3]	155
Water and Wastewater[4]	557
CO_2 Sequestration from Trees[5]	-7
Total Unmitigated GHG Emissions	**14,394**
SCAQMD Threshold	10,000
Exceeds Threshold?	**Yes**

Emissions Source	$MTCO_2e$ per Year
1. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default. Energy consumption rates in CalEEMod were adjusted to reflect 2019 Building Energy Efficiency Standards. 2. Assumes all trucks accessing the Project site would have Transport Refrigeration Units idling for an average of 1.1 hours per CARB OFFROAD 2017. 3. The Project would be required to divert a minimum of 50 percent of its solid waste per existing state regulations. Compliance with this regulation is incorporated into the CalEEMod mitigation module. 4. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module. 5. Sequestration from 284 new trees proposed based on the Project's Conceptual Landscape Plan. Note: Total values are from CalEEMod and may not add up 100% due to rounding. Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.	

Modeled emissions are broken down into the general categories of area sources, energy consumption, mobile sources, TRUs, off-road equipment, solid waste, water demand, and sequestration. Emissions from these categories are discussed below.

- Construction. As noted above, construction would result in direct GHG emissions. Construction GHG emissions are summed and amortized over the lifetime of the Project (assumed to be 30 years), then added to the operational emissions. The amortized emissions would be 47 $MTCO_2e$ per year.
- Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Project involves warehouse uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. As shown in *Table 4.6-5*, area source emissions would result in 0.02 $MTCO_2eq/yr$.
- Energy Consumption. Energy consumption consists of emissions from Project consumption of electricity and natural gas. The Project would result in 8,066 $MTCO_2e/yr$ from energy consumption; refer to *Table 4.6-5*. It should be noted that 100 percent of the Project (unmitigated) is modeled to be refrigerated to be conservative and provide a worst-case scenario.
- Mobile Sources. Mobiles source emissions were calculated with CalEEMod based on the trip generation from the Project Traffic Study. Mobile source emissions would be 5,389 $MTCO_2eq/yr$.
- Transport Refrigeration Units. TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers and truck vans. TRU emissions were quantified with CARB OFFROAD2017. All trucks were assumed to have TRUs for modeling purposes to provide a worst-case scenario.
- Off-Road Equipment. Operational off-road emissions would be generated by off-road equipment used during operational activities. For this Project it was assumed that warehouse would employ four forklifts for loading and unloading goods.
- Solid Waste. Solid waste releases GHG emissions in the form of methane when these materials decompose. The Project would result in 155 $MTCO_2e/yr$ from solid waste during operations.

- Water and Wastewater. As shown in *Table 4.6-5*, energy from water and wastewater would result in 557 $MTCO_2e$/yr from the electricity consumption associated with water conveyance and treatment.
- Sequestration. Sequestration refers to the process of vegetation storing CO_2 (thereby reducing project CO_2 emissions) as landscaping would be added to the site. Based on the Project's Conceptual Landscape Plan, the Project would include 284 new trees on-site and would reduce emissions by 7 $MTCO_2eq$/yr.

It should be noted that the analysis assumes that 100 percent of the building square footage would be refrigerated. Project-related GHG emissions would exceed the SCAQMD's 10,000 $MTCO_2e$ per year threshold for industrial uses without mitigation. Approximately 56 percent of the GHG emissions would be from energy consumption and approximately 37 percent of the emissions would be from mobile sources. The remaining 7 percent of GHG emissions would be from amortized construction emissions, area emissions, transport refrigeration units, off-road equipment, solid waste, and water and wastewater.

It should be noted that emissions of motor vehicles are controlled by State and Federal standards and the City and Project have no control over these standards. *Section 4.1, Air Quality* includes mitigation measures (MMs) that would also reduce GHG emissions. MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage walking, bicycle, carpool, vanpool, and transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 prohibits truck idling when engines are not in use. Additionally, MM AQ-4 requires the use of model year 2010 trucks or newer. Further, MM AQ-5 would limit refrigerated space to 56,000 square feet or less, which would also reduce GHG energy emissions. *Table 4.6-6: Mitigated Greenhouse Gas Emissions (Project)* shows that with implementation of MM AQ-1 through MM AQ-5, total emissions for the Project would be approximately 6,633 $MTCO_2e$ annually from both construction and operations. Mitigated GHG emissions associated with the Project would not exceed the 10,000 $MTCO_2e$ per year threshold. Therefore, impacts would be less than significant after the incorporation of MM AQ-1 through AQ-5.

Table 4.6-6: Mitigated Greenhouse Gas Emissions (Project)

Emissions Source	$MTCO_2e$ per Year
Amortized Construction Emissions	47
Area	0.02
Energy[1]	653
Mobile[2]	5,041
Transport Refrigeration Units[3]	88
Off-Road Equipment	99
Waste[4]	155
Water and Wastewater[5]	557
CO_2 Sequestration from Trees[6]	-7
Total Mitigated GHG Emissions	**6,633**

Emissions Source	$MTCO_2e$ per Year
SCAQMD Threshold	10,000
Exceeds Threshold?	**No**

1. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default. Energy consumption rates in CalEEMod were adjusted to reflect 2019 Building Energy Efficiency Standards. Mitigation Measure (MM) AQ-5 limits the maximum refrigeration space.
2. MM AQ-1 requires implementation of a Transportation Demand Management (TDM) program. MM AQ-2 requires electrical hookups for tenants that require cold storage. MM AQ-3 requires signs limiting idling, and MM AQ-4 requires the use of 2010 trucks or newer.
3. Assumes all trucks accessing the project site would have Transport Refrigeration Units idling for an average of 1.1 hours per CARB OFFROAD 2017.
4. The Project would be required to divert a minimum of 50 percent of its solid waste per existing state regulations. Compliance with this regulation is incorporated into the CalEEMod mitigation module.
5. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.
6. Sequestration from 284 new trees proposed based on the Project's Conceptual Landscape Plan.

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

Alternate Project

GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. Cold storage/refrigerated space and associated TRUs would not be associated with the Alternate Project because E-Commerce is not usually a refrigerated use. Total GHG emissions associated with the Alternate Project are summarized in *Table 4.6-7: Unmitigated Greenhouse Gas Emissions (Alternate Project).*

As shown in *Table 4.6-7,* the Alternate Project would generate approximately 7,870 $MTCO_2e$ annually from both construction and operations. Project-related GHG emissions would not exceed the SCAQMD's 10,000 $MTCO_2e$ per year threshold. Therefore, impacts would be less than significant, and mitigation would not be required for the Alternate Project.

Table 4.6-7: Unmitigated Greenhouse Gas Emissions (Alternate Project)

Emissions Source	$MTCO_2e$ per Year
Amortized Construction Emissions	44
Area	0.01
Energy[1]	362
Mobile	6,845
Off-road	74
Waste[2]	118
Water[3]	427
Total GHG Emissions	**7,870**

Emissions Source	$MTCO_2e$ per Year
SCAQMD Threshold	10,000
Exceeds Threshold?	**No**

1. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default. Energy consumption rates in CalEEMod were adjusted to reflect 2019 Building Energy Efficiency Standards.
2. The Project would be required to divert a minimum of 50 percent of its solid waste per existing state regulations. Compliance with this regulation is incorporated into the CalEEMod mitigation module.
3. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
Source: CalEEMod version 2016.3.2. Refer to Appendix A for model outputs.

100 Percent E-Commerce Worst-Case Scenario

GHG emissions for the 100 Percent E-Commerce Worst-Case Scenario would occur from sources similar to the Alternate Project. Cold storage/refrigerated space and associated TRUs would not be associated with the Worst-Case Scenario Project because E-Commerce is not usually a refrigerated use. Total GHG emissions associated with the Alternate Project are summarized in *Table 4.6-8: Unmitigated Greenhouse Gas Emissions (100 Percent E-Commerce).*

Table 4.6-8: Unmitigated Greenhouse Gas Emissions (100 Percent E-Commerce)

Emissions Source	$MTCO_2e$ per Year
Amortized Construction Emissions	43
Area	0.02
Energy[1]	434
Mobile	9,066
Off-road	99
Waste[2]	155
Water[3]	557
Total GHG Emissions	**10,354**
SCAQMD Threshold	10,000
Exceeds Threshold?	**Yes**

1. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default. Energy consumption rates in CalEEMod were adjusted to reflect 2019 Building Energy Efficiency Standards.
2. The Project would be required to divert a minimum of 50 percent of its solid waste per existing state regulations. Compliance with this regulation is incorporated into the CalEEMod mitigation module.
3. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

As shown in *Table 4.6-8,* the 100 Percent E-Commerce Worst-Case Scenario would generate approximately 10,354 $MTCO_2e$ annually from both construction and operations. Project-related GHG emissions would exceed the SCAQMD's 10,000 $MTCO_2e$ per year threshold. Therefore, mitigation would

be required for the 100 Percent E-Commerce Scenario. Mitigation Measure AQ-1 requires a TDM program to reduce single occupant vehicle trips and encourage transit. *Table 4.6-9* shows that with implementation of MM AQ-1, total emissions would be approximately 9,955 $MTCO_2e$ annually from both construction and operations. Mitigated GHG emissions associated with the Project would not exceed the 10,000 $MTCO_2e$ per year threshold. Therefore, impacts would be less than significant.

Table 4.6-9: Mitigated Greenhouse Gas Emissions (100 Percent E-Commerce)

Emissions Source	$MTCO_2e$ per Year
Amortized Construction Emissions	43
Area	0.02
Energy[1]	434
Mobile	8,667
Off-road	99
Waste[2]	155
Water[3]	557
Total GHG Emissions	**9,955**
SCAQMD Threshold	10,000
Exceeds Threshold?	**No**

1. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards used by CalEEMod as default. Energy consumption rates in CalEEMod were adjusted to reflect 2019 Building Energy Efficiency Standards.
2. Mitigation Measure AQ-1 requires implementation of a Transportation Demand Management (TDM) program.
3. The Project would be required to divert a minimum of 50 percent of its solid waste per existing state regulations. Compliance with this regulation is incorporated into the CalEEMod mitigation module.
4. Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. These are regulatory measures have been incorporated into the CalEEMod mitigation module.

Note: Total values are from CalEEMod and may not add up 100% due to rounding.
Source: CalEEMod version 2016.3.2. Refer to *Appendix A* for model outputs.

Additionally, as the 100 Percent E-Commerce Scenario's total emissions are greater than the Project and the Alternate Project, the City is requiring Standard Condition (SC) GHG-1 to offset a portion of the additional emissions. SC GHG-1 requires the 100 Percent E-Commerce Scenario to install rooftop solar to offset overall building electricity consumption and associated emissions by approximately 10 percent. Incorporation of SC GHG-1 would reduce energy emissions to 398 $MTCO_2e$ per year and total emissions would be reduced to 9,920 $MTCO_2e$ per year.

Standard Conditions and Requirements

SC GHG-1 The 100 Percent E-Commerce Scenario shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, that would generate a minimum of 10 percent of the total energy consumption, approximately 150-megawatt hours (MWh) per year.

Mitigation Measures

Refer to MMs AQ-1 through AQ-7 for the Project and MM AQ-1 for the 100 Percent E-Commerce Worst-Case Scenario). No additional mitigation is required. Mitigation is not required for the Alternate Project.

Impact 4.6-2: ***Would the Project conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions?***

Level of Significance: Less than Significant Impact

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Regional Transportation Plan/Sustainable Communities Strategy Consistency

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020-2045 RTP/SCS). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of EOs 5-03-05 and B-30-15.

The RTP/SCS contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost-effectiveness. The RTP/SCS is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and FCAA requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the RTP/SCS is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the RTP/SCS goals is analyzed in detail in *Table 4.6-10: Regional Transportation Plan/Sustainable Communities Strategy Consistency.*

Compliance with applicable State standards (e.g., continuation of the Cap-and-Trade regulation; CARB's Mobile Source Strategy, Sustainable Freight Action Plan, and Advanced Clean Truck Regulation; Executive Order N-79-20; SB 100/renewable electricity portfolio improvements that require 60 percent renewable electricity by 2030 and 100 percent renewable by 2045, etc.) would ensure consistency with State and regional GHG reduction planning efforts. The goals stated in the RTP/SCS were used to determine consistency with the planning efforts previously stated. As shown in *Table 4.6-10*, the Project would be consistent with the stated goals of the RTP/SCS. Therefore, the Project would not result in any significant

impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

Table 4.6-10: Regional Transportation Plan/Sustainable Communities Strategy Consistency

SCAG Goals		Compliance
GOAL 1:	Encourage regional economic prosperity and global competitiveness.	**Not applicable**: This is not a project-specific policy and is therefore not applicable. However, the Project is located on a vacant site that is surrounded by development. Development of the site would contribute to regional economic prosperity.
GOAL 2:	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent**: Although this Project is not a transportation improvement project, the Project is located near Omnitrans Route 66, which has a stop at Etiwanda Avenue and Foothill Boulevard to the north of the Project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend. Additionally, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the Project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.
GOAL 3:	Enhance the preservation, security, and resilience of the regional transportation system.	**Not applicable**: This is not a transportation improvement project and is therefore not applicable.
GOAL 4:	Increase person and goods movement and travel choices within the transportation system.	**Not applicable**: This is not a transportation improvement project and is therefore not applicable. However, the Project includes a warehouse use that would support goods movement.
GOAL 5:	Reduce greenhouse gas emissions and improve air quality.	**Consistent**: The Project is located within an industrial area in proximity to existing truck routes and freeways. The Project is surrounded by existing industrial development and considered an infill site. The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the Project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the Project would have an improved location efficiency, which would reduce GHG and air quality emissions.
GOAL 6:	Support healthy and equitable communities	**Consistent**: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. This Project is required to comply with the provisions of the California Building Energy Efficiency Standards and the Green Building Standards Code (CALGreen). As discussed in the Air Quality Assessment and the Health Risk Assessment (*Appendix A* of this EIR), the Project would not exceed thresholds or result in health impacts. The Project is located on a site that is currently zoned Heavy Industrial and General Industrial and would not conflict with the surrounding community's ability to access healthy food or parks.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Not applicable**: This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven	**Consistent**: The Project involves a warehouse development and the site is bounded by Napa Street to the south and BNSF railroad to the north and would not disrupt land use patterns that facilitate transit and non-

SCAG Goals		Compliance
	solutions that result in more efficient travel.	motorized transportation. The Project is located in a developed area in proximity to existing truck routes and freeways. As noted above, the project is surrounded by existing industrial development and considered an infill site. The California Air Pollution Control Officers Association, *Quantifying Greenhouse Gas Mitigation Measures* (August 2010) identifies that infill developments, such as the proposed Project reduce vehicle miles traveled which reduces fuel consumption. Infill projects such as the proposed Project would have an improved location efficiency, which would result in more efficient travel.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Not applicable: The Project involves development of a warehouse and does not include housing.
Goal 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	Not applicable: The Project is not located on agricultural or habitat lands.
Source: Southern California Association of Governments, *Regional Transportation Plan/Sustainable Communities Strategy*, 2016.		

California Air Resource Board Scoping Plan Consistency

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, CARB adopted the *Climate Change Scoping Plan* (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan provides a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as the cap-and-trade program, and an AB 32 implementation fee to fund the program. As shown in *Table 4.6-11: Project Consistency with Applicable CARB Scoping Plan Measures*, the Project is consistent with most of the strategies, while others are not applicable to the Project.

The 2017 Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets. As such, impacts related to consistency with the Scoping Plan would be less than significant.

Table 4.6-11: Project Consistency with Applicable CARB Scoping Plan Measures

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on GHG Emissions and Market-Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, the regulation indirectly affects people who use the products and services produced by these industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
			covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and combustion of other fossil fuels not directly covered at large sources in the Program's first compliance period.
	California Light-Duty Vehicle GHG Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The Project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the Project would be required to comply with the Pavley emissions standards.
		2012 LEV III California GHG and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent.** The LEV III amendments provide reductions from new vehicles sold in California between 2017 and 2025. Passenger vehicles associated with the site would comply with LEV III standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve GHG Emission Reductions Sub-article 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels utilized by vehicles in California. The Project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the Project would utilize low carbon transportation fuels as required under this measure.
	Regional Transportation-Related GHG Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The Project would provide development in the region that is consistent with the growth projections in the RTP/SCS.
	Goods Movement	Goods Movement Action Plan January 2007	**Not applicable**. The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicle	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer GHG Regulation	**Consistent**. This measure applies to medium and heavy-duty vehicles that operate in the state. The Project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. This is a statewide measure that cannot be implemented by a project applicant or Lead Agency.
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building Title 24 Part 11 California Green Building Code Standards	**Consistent.** The Project would not conflict with implementation of this measure. The Project would comply with the latest energy efficiency standards.
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020)	**Consistent**. The Project would obtain electricity from the electric utility, Southern California Edison (SCE) or the Rancho Cucamonga Municipal Utility (RCMU). SCE obtained 36 percent of its power supply from renewable sources in 2019. Therefore, the utility would provide

Scoping Plan Sector	Scoping Plan Measure	Implementing Regulations	Project Consistency
	Million Solar Roofs Program	SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	power when needed on-site that is composed of a greater percentage of renewable sources.
	Million Solar Roofs Program	Tax Incentive Program	**Consistent.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The program provides incentives that are in place at the time of construction.
Water	Water	Title 24 Part 11 California Green Building Code Standards SBX 7-7—The Water Conservation Act of 2009 Model Water Efficient Landscape Ordinance	**Consistent.** The Project would comply with the CalGreen standards, which requires a 20 percent reduction in indoor water use. The Project would also comply with the City's Water-Efficient Landscaping Regulations (Chapter 17.82 of the Rancho Cucamonga Municipal Code).
Green Buildings	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State is to increase the use of green building practices. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CalGreen requirements. The Project includes sustainability design features that support the Green Building Strategy.
Industry	Industrial Emissions	2010 CARB Mandatory Reporting Regulation	**Not applicable.** The Mandatory Reporting Regulation requires facilities and entities with more than 10,000 $MTCO_2e$ of combustion and process emissions, all facilities belonging to certain industries, and all-electric power entities to submit an annual GHG emissions data report directly to CARB. As shown above, total Project GHG emissions would not exceed 10,000 $MTCO_2e$. Therefore, this regulation would not apply.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards AB 341 Statewide 75 Percent Diversion Goal	**Consistent.** The Project would not conflict with implementation of these measures. The Project is required to achieve the recycling mandates via compliance with the CALGreen code. The City has consistently achieved its state recycling mandates.
Forests	Sustainable Forests	Cap and Trade Offset Projects	**Not applicable.** The Project is in an area designated for industrial uses. No forested lands exist on-site.
High Global Warming Potential	High Global Warming Potential Gases	CARB Refrigerant Management Program CCR 95380	**Not applicable**. The regulations are applicable to refrigerants used by large air conditioning systems and large commercial and industrial refrigerators and cold storage system. The Project would not conflict with the refrigerant management regulations adopted by CARB.
Agriculture	Agriculture	Cap and Trade Offset Projects for Livestock and Rice Cultivation	**Not applicable**. The Project site is designated for industrial development. No grazing, feedlot, or other agricultural activities that generate manure occur currently exist on-site or are proposed to be implemented by the Project.

Source: California Air Resources Board, *California's 2017 Climate Change Scoping Plan*, November 2017 and CARB, *Climate Change Scoping Plan*, December 2008

The Project would generate approximately 6,633 $MTCO_2e$ per year (Project with mitigation), approximately 7,870 $MTCO_2e$ per year (Alternate Project without mitigation), and approximately 9,955 $MTCO_2e$ per year (100 Percent E-Commerce Worst-Case Scenario with MM AQ-1) directly from on-site activities and indirectly from off-site motor vehicles. Therefore, GHG emissions would be less than significant.

Regarding goals for 2050 under EO S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the Project would benefit from the implementation of current and potential future regulations (e.g., improvements in vehicle emissions, SB 100/renewable electricity portfolio improvements, CARB's Mobile Source Strategy, etc.) enacted to meet an 80 percent reduction below 1990 levels by 2050.

The majority of the GHG reductions from the Scoping Plan would result from continuation of the Cap-and-Trade Regulation. Assembly Bill 398 (2017) extends the state's Cap-and-Trade Program through 2030 and the Scoping Plan provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level. Additional reductions are achieved from electricity sector standards (i.e., utility providers to supply 60 percent renewable electricity by 2030 and 100 percent renewable by 2045), doubling the energy efficiency savings at end uses, additional reductions from the LCFS, implementing the short-lived GHG strategy (e.g., hydrofluorocarbons), and implementing the Mobile Source Strategy and Sustainable Freight Action Plan.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the CARB's Advanced Clean Truck Regulation, Executive Order N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation in June 2020 requiring truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."

CARB's Mobile Source Strategy which include increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector. CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories. While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. As such, the Project would not interfere with their implementation.

The Project would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As discussed above, MM AQ-1 through MM AQ-5 would reduce mobile and energy source emissions and would support the State's transition to ZEVs by requiring electrical hookups at all loading bays, promoting the use of alternative fuels and clean fleets, and requiring the use of 2010 model year

trucks or newer. The Project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks.

The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for reducing the emissions of GHGs because the Project would generate low levels of GHGs, and would not impede implementation of the Scoping Plan, or conflict with the policies of the Scoping Plan or any other GHG reduction plan. Therefore, impacts related to conflicting with an applicable plan, policy, or regulation for the purpose of reducing GHG emissions would be less than significant.

General Plan Consistency

The Project and Alternate Project has been designed to be compliant with applicable Rancho Cucamonga General Plan and Rancho Cucamonga Municipal Code. A summary of the Project's consistency with GHG reduction related goals and policies of the City's General Plan is located below in *Table 4.6-12: Rancho Cucamonga General Plan GHG Consistency*.

Table 4.6-12: Rancho Cucamonga General Plan GHG Consistency

General Plan Policy	Project Consistency
RESOURCE CONSERVATION GOALS AND POLICIES	
Goal RC-4: Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources to minimize greenhouse gas and other air emissions.	
Policy RC-4.1: Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.	**Consistent**. The Project and Alternate Project would promote efforts to reduce energy consumption through energy conservation and efficiency measures such as the use of LED lighting; lighting controls including timers and occupancy sensors; regularly changing or cleaning HVAC filters during peak cooling or heating season; and the incorporation of clean air vehicle conduit for future EV parking.
Goal RC-6: Encourage and support green buildings in Rancho Cucamonga.	
Policy RC-6.2: Encourage green practices for new and existing buildings throughout the community.	**Consistent**. The Project would promote green practices and design, including but not limited to, using light-colored roofing and building materials; placing evergreen and screen trees throughout the Project site; the use of LED lighting; and the incorporation of clean air vehicle conduit for future EV parking.
Policy RC-6.3: Promote energy-efficient design features, including but not limited to, appropriate site orientation, use of light-colored roofing and building materials, and use of deciduous trees and windbreak trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.	
Policy RC-6.4: Promote green practices and the use of energy-saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy-efficient design in all projects and assist residential, commercial, and industrial users.	

General Plan Policy	Project Consistency
ECONOMIC DEVELOPMENT GOALS AND POLICIES	
Goal ED-4: Implement consistent high-quality standards for all future development.	
Policy ED-4.2: Make green building and green business a priority.	**Consistent**. See response to Goal RC-6: Encourage and support green buildings in Rancho Cucamonga. Project construction and operations would be compliant with the California Building Standards Code (California Code of Regulations, Title 24), including Part 2 – California Building Code, Part 6 – California Energy Code, and Part 11 – California Green Building Standards Code.

As shown in *Table 4.6-12*, the Project would be consistent with the Rancho Cucamonga General Plan GHG and energy goals and policies and would be located in an area already proposed for development. The Project would not conflict with the General Plan, policy, or regulations for reducing the emissions of GHGs because the Project would generate low levels of GHGs and would not impede implementation of the General Plan goals and policies. Therefore, impacts related to conflicting with an applicable plan, policy, or regulation for the purpose of reducing GHG emissions would be less than significant.

Mitigation Measures

No mitigation is required. However, please refer to MM AQ-1 through MM AQ-7.

4.6.5 Cumulative Impacts

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

An individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As shown in *Table 4.6-10*, *Table 4.6-11, and Table 4.6-12*, the Project would not conflict with the Rancho Cucamonga General Plan, RTP/SCS, or the CARB Scoping Plan. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

4.7 HAZARDS AND HAZARDOUS MATERIALS

This section of the Draft Environmental Impact Report (EIR) identifies and evaluates potential impacts related to hazards and hazardous materials that could result from implementation of the Project. As discussed in *Section 3.0 Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. The current condition (site conditions at the time of Notice of Preparation [NOP] distribution [September 2020]) was used as the baseline against which to compare potential impacts associated with implementation of the Project. Information used to prepare this section came from Geosyntec Consultants, *Phase I Environmental Site Assessment APNs:-0229-291-45-00, -46-000, and -54-000 Napa Street, Rancho Cucamonga and Fontana, California*, April 2020 and *Phase II Environmental Site Assessment APNs: 0229-291-45-00, -46-000, and -54-000 Napa Street, Rancho Cucamonga and Fontana, California*, June 2020.

The analysis is based primarily on the above studies and contained in their entirety as *Appendix E* of this EIR. The Phase I Environmental Site Assessment (ESA) was conducted in accordance with (1) the U.S. Environmental Protection Agency (U.S. EPA) Standards and Practices for All Appropriate Inquiries ((AAI), 40 CFR Part 312) and (2) guidelines established by the American Society for Testing and Materials (ASTM) in the *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process/Designation E 1527-13* (ASTM Standard Practice E 1527-13).

4.7.1 Environmental Setting

Site Characteristics and Current Use

The Project site is currently vacant, undeveloped land that is occasionally used as off-site parking for the Auto Club Speedway. The northern parcel (assessor's parcel number [APN] 0229-291-54) is primarily undeveloped, vacant land with two paved roads on the western portion, power poles that run from east to west across the property, and a railroad spur that traverses from the northeast corner to the center of the southern border. The southern parcel (APN 0229-291-46) is undeveloped, vacant land with a storm drain outlet which conveys stormwater off-site on the southeast portion of the parcel.

Current Off-site Conditions and Use

Properties in the Project site vicinity were historically used for agriculture and residential which were later redeveloped for industrial purposes. Currently, a trucking facility, a rail corridor followed by vehicle staging, and equipment storage and sales yards adjoin the Project site to the north; Napa Street and beyond that commercial structures, a parking lot, rail terminal, and vacant land adjoining to the south; commercial structures, Etiwanda Creek, a parking lot, and vacant land adjoining to the west; and a flood control channel, flood control basin, and commercial structures adjoining to the east.

Past Uses of Site

The earliest available historical topographic maps and aerial photographs indicate that the Project site was used as farmland from at least the late 1930s to the late 1960s. Etiwanda Creek, trending north to south, traversed through the western portion of the Project site and multiple unpaved roads also traversed various portions of the Project site. A lined water conveyance canal was first observed in the northern and eastern portions of the Project site in 1953. By 1966, Etiwanda Creek no longer traversed the Project site due to the stream meandering farther west over time. By 1975, the Project site no longer appeared to be actively cultivated farmland, but remained vacant, undeveloped land until the late 1990s or early 2000s when much of the Project site, except for small northern portion, appeared to be used as an unpaved parking lot. By 2003, an above-ground electricity transmission line was visible traversing west to east through the center of the Project site. In 2005, a rail spur was under construction traversing from the northeast corner to the center of the southern border of the Project site. By 2006, the rail spur appeared to be completed. No structures are visible on the Project site in historical topographic maps and aerial photographs.

Past Uses of Surrounding Properties

The earliest available historical topographic maps and aerial photographs indicate the following for the surrounding properties.

- **North**: The property to the north of the Project site was occupied by a railroad corridor with agricultural land further north. By the 1950s, small structures were present on the land beyond the railroad tracks and by the late 1950s, is subdivided into smaller lots that are occupied by small structures and vehicles that appeared to be consistent with commercial uses (appeared to be largely junkyards or auto staging yards). The adjoining property north of the Project site and south of the rail corridor was developed with a large warehouse-type structure and an above-ground water tank in 1966. The number of structures and vehicles increased drastically on the lots north of the rail corridor by the mid-1980s which is similar to current conditions present today, with the exception that one of the lots appears to be a sorting facility by 2011.
- **South**: The property to the south of the Project site was undeveloped and used for agricultural purposes until the 1950s when the first commercial structure (appeared to be a warehouse-type structure associated with the Kaiser Steel facility east of the Project site). Further south, historical topographic maps from the 1950s depicted oil tanks, and by the 1960s a slag dump, both appearing to be related to the Kaiser facility. In the late 1990s or early 2000s Napa Street was developed along the southern boundary of the Project site. An additional warehouse-type structure was developed between Napa Street and the warehouse structure initially constructed in the 1950s. By 2006 the area west of the warehouse-type structures was developed with a rail terminal and associated parking areas. The remaining portions of the land beyond Napa Avenue remained vacant with multiple rural roads that traverse the vacant portion. This is similar to current conditions present today.
- **East**: The property to the east of the Project site was used as farmland from at least the late 1930s until the mid-1940s. By 1949 the Kaiser Steel Plant was present and included multiple oil tanks, gas tanks, and a series of railroad lines. The Kaiser Steel facility appeared operational until the

1990s, and by the late 1990s the Kaiser property was redeveloped with the California Speedway. By 2002, the property north of the Speedway was developed with commercial structures and a flood control channel and flood control basin.

- **West**: The property to the west of the Project site was used as farmland from at least the late 1930s to the late 1950s. During this time, the Etiwanda Creek also ran through the property and multiple small residential structures were also present on the property. By the early 1950s, an electricity generating power plant and associated facilities including cooling water ponds, tanks and switchyards was present on the west side of Etiwanda Avenue. By the mid-1960s, a commercial structure and water tank had been developed on the adjoining property west and north of the Project site. By the mid-1980s, an additional parking lot was present which was later expanded in the late 2000s. This is similar to the current conditions present today, with the exception that the Etiwanda Creek has narrowed over the years.

Records Review

A database search report was obtained from Environmental Data Resources, Inc. (EDR). The report documents findings of various federal, state, and local regulatory database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons. The searches were performed according to ASTM standards for Phase I ESA database searches. The Project site was not identified in the databases searched by EDR.

Adjoining Properties

Several adjoining properties were identified in the databases searched by EDR. A summary of notable listings is presented below:

- **Sterling Can, Cal Home Brands (C-H-B Foods Inc.), and National Can Corporation** – 8939 Etiwanda Avenue (adjoining north/west): The property is listed under the Cleanup Program Sites (formerly known as Spills, Leaks, Investigations and Cleanups [CPS-SLIC]), California Environmental Protection Agency Regulated Site Portal (CERS), Historical Underground Storage Tank (HIST UST), Emissions Inventory Data (EMI), and Resource Conservation and Recovery Act – Small Quantity Generators (RCRA-SQG) databases. Of note is the CPS-SLIC listing, which denotes a release of tetrachloroethylene (PCE), toluene, and xylene to the subsurface affecting soil. The case type was listed as a cleanup program site, overseen by the Santa Ana Regional Water Quality Control Board (RWQCB), which was completed and issued closure in 1995. The listing also indicates seven underground storage tanks (USTs) were installed at this property in 1966; no additional information was provided. Based on the nature of the listings and location of the property in relation to the Project site, this facility has the potential to adversely impact the Project site.
- **All State Recycling** – 8949 Etiwanda Avenue (adjoining west): This property is listed under the CPS-SLIC and CERS databases. Of note is the CPS-SLIC listing, which denotes a release of lead to the subsurface affecting soil. The case type was listed as a cleanup program site, overseen by the Santa Ana RWQCB, which was completed in 2013. Based on the nature of the listings and location of the property in relation to the Project site, this facility may potentially adversely impact the Project site.

- **Verizon Wireless: Concourse** – 9039 Etiwanda Avenue (adjoining west): This property is listed under the San Bernardino County Permit and CERS databases. The databases identify the facility as an active chemical storage facility with the most recent violations in 2015 which were subsequently corrected by the facility. Based on the nature of the listings, it is unlikely that this facility has adversely affected the Project site.
- **Kings Auto Wrecking** – 13293 Whittram Avenue (adjoining north): The property is listed under the Hazardous Waste Tracking System (HWTS), CERS HAZ WASTE, Hazardous Material Facility and Manifest Data (HAZNET), National Pollutant Discharge Elimination System (NPDES), and CERS San Bernardino County Permit databases. Of note is the HAZNET and CERS listings which identifies the property as a generator of waste oil and mixed oil and also denotes multiple violations in relation to the handling of hazardous waste. Based on the nature of the listings and the relatively small quantity of hazardous waste handled at this property, it is unlikely that activities at this facility has adversely affected the Project site.
- **Allstate Paper & Metal Recycling Co., Inc.** – 13195 Whittram Avenue (adjoining north), the property is listed under the above-ground storage tank (AST), HWTS, HAZNET, NPDES, San Bernardino County Permit, and California Integrated Water Quality System (CIWQS) databases. Of note are the AST and HAZNET listings which identifies this property as housing an AST and as a hazardous waste generator. Based on the nature of the listings, case status and the relatively small quantity of hazardous waste handled by the facility, it is unlikely that this facility has adversely affected the Project site.

Sanborn Maps

EDR conducted a search for Sanborn fire insurance maps for the Project site area. EDR reported map coverage was not available for the area.

City Directories

City directories were searched by EDR for available years from 1922 to 2017 to assess occupancy at the Project site and adjoining properties. The site was not listed in the City Directories because it does not have an address. No indications of Recognized Environmental Condition (RECs) for the Project site or adjoining properties were identified based on the information presented in the historical city directory report.

Local Regulatory Agencies

The following publicly-available online databases and agencies were accessed or contacted to identify information pertaining to the Project site. For the documents obtained from the agencies, see Appendix B in the Phase I ESA in EIR *Appendix E*:

- U.S. EPA and MyPropertyInfo database
- San Bernardino County Fire Department
- Cal Fire – Office of the State Fire Marshal
- Rancho Cucamonga Fire Department

- Rancho Cucamonga Department of Public Works
- Rancho Cucamonga Building Department
- Fontana Building Department
- San Bernardino County Building Department
- California Department of Toxic Substance Control (DTSC) Cypress and Chatsworth offices, and EnviroStor database
- Santa Ana RWQCB and GeoTracker database
- California Department of Oil, Gas, and Geothermal Resources (DOGGR) Database
- South Coast Air Quality Management District (SCAQMD)

Pertinent records received to date and/or obtained from publicly available online sources are summarized below. Databases or agencies that did not have any information for the Project site are not discussed below.

California DTSC Offices and EnviroStor database

On March 24 and 26th 2020, representatives from the DTSC offices indicated they did not have any records for the Project site. The EnviroStor database was searched for files associated with the site. No files were returned for the Project site or adjacent properties to the Project site. However, the Kaiser Steel facility property was identified on EnviroStor with hundreds of documents related to site characterization and remediation activities performed at that property.

DTSC's case summary indicated that the Kaiser Steel facility operated from approximately 1942 to 1983. Documents indicate the Project site was at one point, part of the overall Kaiser Steel property, and a portion of the Project site is described as the "Rancho Cucamonga Parcel." Groundwater monitoring reports associated with Operable Unit 5 (located at the former Kaiser Steel property off-site) describe a southwesterly groundwater flow direction, which would suggest the Project site is located hydraulically cross gradient to upgradient from most of the areas with significant subsurface impacts associated with the Kaiser Steel property. Currently, the DTSC is evaluating groundwater remediation options for the affected area. The Project site is not currently located within the groundwater monitoring field area, however, should the groundwater gradient change or the DTSC request more data from surrounding properties, the Project site may become subject to usage for groundwater monitoring wells.

The designation of multiple operable units, and land use covenants related to subsurface impacts associated with historical Kaiser Steel facility operations indicates significant residual subsurface contamination and suggests the potential exists for adverse impacts to the Project site.

Santa Ana RWQCB and GeoTracker Database

On April 1, 2020, a representative from the RWQCB indicated that a street address must be present in order to search for records within the RWQCB system. Therefore, no records could be located for the Project site due to not having a mailing address which is required. The GeoTracker database was accessed on March 30, 2020 to search for files associated with the Project site. No files were returned for the Project

site; however, several cases related to properties in the Project site vicinity were identified. A summary of pertinent findings is listed below:

- **Sterling Can** – 8939 Etiwanda Avenue: Also discussed above. The property is listed in the GeoTracker database as a CPS-SLIC case that has been completed and closed as of June 22, 1995. The case involved PCE, toluene, and xylene contamination of soil. According to the Case Closure statement prepared by the RWQCB, contaminated soil was excavated from the property and confirmation sampling confirmed that halogenated hydrocarbons and aromatic petroleum hydrocarbons were below detection limits in the remaining soil beneath the excavation. No further information is available about this listing. Based on media affected, confirmation sample results, and regulatory status, it is unlikely that this facility has adversely affected the Project site.
- **All State Recycling** – 8949 Etiwanda Avenue: Also discussed above. The property is listed in the GeoTracker database as a CPS-SLIC case that has been completed and closed as of June 28, 2013. The case involved lead contamination of soil. According to the Soil Remediation Report prepared by Rubicon, 144 cubic yards of soil was excavated from the property and confirmation sampling confirmed that polychlorinated biphenyls (PCBs) concentrations were not detected and lead concentrations were below background concentration range found in California soils in the remaining soil beneath the excavation. No further information is available about this listing. Based on media affected, confirmation sample results, and regulatory status, it is unlikely that this facility has adversely affected the Project site.
- **Dalton Trucking** – 13560 Whittram Avenue: Located approximately 1,840 feet northeast of the Project site, the property is listed in the GeoTracker database as a leaking underground storage tank (LUST) case that has been completed and closed as of July 7, 2013. The case involved diesel fuel contamination of soil. No further information is available about this listing. Based on the distance from the Project site, media affected, and regulatory status, it is unlikely that this facility has adversely affected the Project site.

Site Reconnaissance

The following section summarizes observations made during the site reconnaissance performed by Ms. Victoria Severin with Geosyntec on April 2, 2020. The site reconnaissance included a walking survey of the Project site. The adjoining properties were inspected from public right-of-way. The Project site layout and photographs are included in the Phase I ESA in *Appendix E*.

Reconnaissance Observations

A summary of reconnaissance observations is as follows:

- Currently, the Project site is used as an off-site parking facility for the Auto Club Speedway (located to the east of the Project site).
- Currently, a rail corridor, followed by vehicle, staging, and equipment storage and sales yards occupy the property to the north. Napa Avenue, followed by commercial structures, a parking lot, train tracks and vacant land occupy the property to the south. A flood control channel, flood control basin, and commercial structures occupy the property to the east. Commercial structures, Etiwanda Creek, vacant land, and a parking lot occupy the property to the west.

- Currently, the surrounding area is used as industrial and commercial business parks along with vacant land.
- The topography at the Project site is relatively flat.
- The topographic gradient of the Project area is to the south-southwest, which may influence groundwater flow.
- No on-site structures are present.
- Multiple rural roads traverse the Project site. The Project site was used at various times as off-site parking for the Auto Club Speedway (located to the east of the Project site). Additionally, a railroad spur traverses through the center of the Project site.
- No potable water, sewage disposal or septic systems are present at the Project site.
- No hazardous substances or petroleum products were observed at the Project site.
- No USTs or ASTs were observed at the Project site.
- Odors emanating from the West Valley Transfer Station (southeast of the Project site) were noted when walking the southeast portion of the Project site.
- No pools of liquids, drums and containers or unidentified substances/containers were observed at the Project site.
- Potential PCB-containing transformers on power poles that are present on various portions of the Project site.
- No heating or cooling systems were present at the Project site.
- No stains/corrosion were present at the Project site.
- Storm drain is located on southeast portion of APN 0229-291-46 and flood control channel located east of the Project site.
- No pits, ponds or lagoons were observed at the Project site. However, a large stormwater retention basic was observed on the adjacent property to the east of the Project site. Additionally, Etiwanda Creek runs through the adjacent property to the west of the Project site.
- No significantly stained soil or pavement was observed at the Project site.
- No stressed vegetation, solid waste, wastewater or wells were observed at the Project site.

Recognized Environmental Conditions

ASTM Standard Practice E 1527-13 defines a REC as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. A Controlled REC (CREC) is as defined as,"…resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the

implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)." A Historical REC (HREC) is defined as, "a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls)."

The Phase I ESA revealed no evidence of RECs in connection with the property, except for the following:

- The Project site was once part of the former Kaiser Steel facility property. Historical documents available on EnviroStor document contaminants, site characterization, remediation, and ongoing monitoring and inspections associated with residual contamination attributable to historical activities performed at that property. Based on the review of available information, no evidence was identified of manufacturing or handling/disposing of hazardous substances on the Project site. However, the designation of multiple operable units, and land use covenants related to subsurface impacts associated with historical Kaiser Steel facility operations indicates residual subsurface contamination and suggests the potential exists for impacts to the Project site.

De Minimis Conditions

De *minimis* conditions are environmental conditions which generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of the appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs. The following de minimis conditions were identified in the Phase I ESA for the Project site.

- The Project site was utilized for agricultural operations which are commonly associated with pesticide use, and equipment storage, maintenance, and fueling. However, no records indicative of environmental issues related to former agricultural operations were identified.
- An above-ground electrical transmission corridor traversing the center of the Project site from west to east includes support structures that may house transformers. The electrical equipment appeared to be in good condition during the site reconnaissance with no visible evidence of leaks or staining.
- Odors emanating from the West Valley Transfer Station (southeast of the Project site) were noted when walking the southeast portion of the Project site.
- A flood control channel, and storm drain discharge points were observed east of the Project site. Urban storm water commonly contains trace concentrations of residual hydrocarbons and other associated urban contaminants. No obvious signs of impacts associated with storm water were observed at the Project site.

Subsequent to the preparation of the Phase I ESA, a Phase II Investigation was performed on the Project site to conduct soil sampling for volatile organic compounds (VOCs), organochlorine pesticides (OCPs), polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons gasoline range (TPHg), diesel range (TPHd) and motor oil range (TPHmo) and Title 22 metals and soil vapor samples for VOCs.

The Phase II results are as follows:

- Low concentrations of TCE in soil vapor were detected at one location (B7) at 5 feet below ground surface (bgs) and 10 feet bgs. The concentrations detected were below the default commercial and new construction commercial screening levels. Therefore, these concentrations would not pose a risk to future commercial workers at the Project site.
- Benzo(a)pyrene was detected above the DTSC and U.S. EPA commercial screening levels in 2 of 14 soil samples, and Dibenz(a,h)anthracene was detected above DTSC commercial screening but below the U.S. EPA commercial screening level in 1 of 14 samples. 7 of 14 soil samples did not contain detectable concentrations of PAHs. For evaluating commercial worker exposures, a 1×10-5 risk level is commonly used for managing commercial/industrial sites in California. Therefore, if a 1×10-5 risk level is used for the evaluation of the Benzo(a)pyrene and Dibenz(a,h)anthracene, the concentrations of Benzo(a)pyrene (6.6 mg/kg) and Dibenz(a,h)anthracene (1.1 mg/kg) would be below an adjusted 1×10- 5 risk screening level. It should also be noted that these PAH concentrations were detected in two surface samples at locations B1 and B2, and the 2 feet bgs sample directly below these samples were non-detect (B1) or below the commercial screening level (B2) for PAHs in soil. Therefore, the localized PAHs detected in surface soil at the Project site do not warrant remediation and would not pose a risk to commercial workers.
- Concentrations of metals, TPH, VOCs and OCPs in soil samples collected were not above commercial screening levels and therefore would not pose a risk to future commercial workers at the Project site.

Other Potential Hazards

Other hazards that have the potential to impact the Project are wildland fire hazards, airport hazards and hazardous materials transported on nearby roadways. These potential hazards are further discussed below. *Section 4.8, Hydrology and Water Quality* discusses potential hazards related to dam failure and flooding.

Wildland Fire Hazards

Wildfires are large-scale brush and grass fires in undeveloped areas. Wildfires are often caused by human activities, such as equipment use and smoking, and can result in loss of valuable wildlife habitat, soil erosion, and damage to life and property. The level of wildland fire risk is determined by a number of factors, including:

- Frequency of critical fire weather;
- Percentage of slope;
- Existing fuel (vegetation, ground cover, building materials);
- Adequacy of access to fire suppression services; and
- Water supply and water pressure.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. These risk levels are determined based on vegetation density, adjacent wildland Fire Hazard Severity Zone (FHSZ) scores and distance from wildland area. Each area of the map gets a score for flame length, embers and the likelihood of the area burning. The City of Rancho Cucamonga is categorized as a Local Responsibility Area (LRA) by CAL FIRE. The Project site is mapped as a non-very high FHSZ.[1] There are areas within the City mapped as very high FHSZ; however, they occur in the northern portion of the City adjacent to National Forest land. The Project site is located in the southwestern portion of the City. Exhibit 4.8-2: Fire Hazard Severity Zones of the City's 2010 General Plan EIR symbolizes moderate, high, and very high FHSZs. The Project site is not located within any of these FHSZs.[2] Furthermore, the site is located within a generally urbanized area surrounded by development, relatively flat and is not located near a wildland area. Therefore, the site has low potential for wildland fire hazard.

Airport Proximity

There are no private or public airport facilities within close proximity of the Project site. The nearest airport to the Project site is the LA/Ontario International Airport, located approximately 4 miles to the southwest.

The LA/Ontario International Airport is owned and operated by Ontario International Airport Authority, a Joint Powers Authority governed under an agreement with the City of Ontario and San Bernardino County. Located within the City of Ontario, the LA/Ontario International Airport is a publicly owned commercial service airport. The LA/Ontario International Airport has two runways and provides services to passenger and cargo airlines.

As identified in the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) adopted in 2011, the entire Project area is just outside the Airport Influence Area (AIA). Therefore, there is no notification requirement to the Federal Aviation Administration prior to construction activities for the Project.

4.7.2 Regulatory Setting

The management of hazardous materials and hazardous wastes is regulated at Federal, State, and local levels, including, among others, through programs administered by the U.S. EPA; agencies within the California Environmental Protection Agency (CalEPA), such as the DTSC; Federal and State occupational safety agencies; and the San Bernardino County Division of Environmental Health Services (DEHS). Regulations pertaining to flood hazards are discussed in *Section 4.8, Hydrology and Water Quality* and regulations for geologic and soil-related hazards are discussed in *Section 4.5, Geology and Soils*.

At the Federal level, the U.S. EPA is the principal regulatory agency, while at the State level, DTSC is the primary agency governing the storage, transportation, and disposal of hazardous wastes. The Santa Ana

[1] CalFire. (2008). Very High Fire Severity Zones in LRA. Retrieved from: https://osfm.fire.ca.gov/media/5948/rancho_cucamonga.pdf). Accessed on October 15, 2020

[2] Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.8-2. Available at https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf (accessed May 2020).

RWQCB has jurisdiction over discharges into waters of the State. The Federal Occupational Safety and Health Administration (OSHA) and the State Cal-OSHA regulate many aspects of worker safety.

Federal

Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act

The Federal Toxic Substances Control Act of 1976 and RCRA established a program administered by the U.S. EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.

Comprehensive Environmental Response, Compensation, and Liability Information System and the National Priorities List

The U.S. EPA also maintains the Comprehensive Environmental Response Compensation (CERCLIS) and Liability Information System list. This list contains sites that are either proposed to be or on the NPL, as well as sites that are in the screening and assessment phase for possible inclusion on the NPL. The NPL is a list of the worst hazardous waste sites that have been identified by Superfund.

Emergency Planning and Community Right-to-Know Act

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA) was enacted to inform communities and residents of chemical hazards in their area. Businesses are required to report the locations and quantities of chemicals stored on-site to both State and local agencies. EPCRA requires the U.S. EPA to maintain and publish a digital database list of toxic chemical releases and other waste management activities reported by certain industry groups and Federal facilities. This database, known as the Toxic Release Inventory, gives the community more power to hold companies accountable for their chemical management.

Hazardous Materials Transportation Act

The U.S. Department of Transportation (DOT) receives authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act, as amended and codified (49 U.S.C. 5101 et seq.). The DOT is the primary regulatory authority for the interstate transport of hazardous materials and establishes regulations for safe handling procedures (i.e., packaging, marking, labeling, and routing).

In California, Section 31303 of the California Vehicle Code states that any hazardous material being moved from one location to another must use the route with the least travel time. This, in practice, means major roads and highways, although secondary roads are permitted to be used for local delivery. These policies are enforced by both the California Highway Patrol and the California Department of Transportation (Caltrans).

Clean Water Act/SPCC Rule

The Clean Water Act (CWA) (33 U.S.C. Section 1251 et seq., formerly the Federal Water Pollution Control Act of 1972), was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain non-point source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). In California, NPDES permitting authority is delegated to, and administered by, the nine RWQCBs. The proposed Project is within the jurisdiction of the Santa Ana RWQCB.

Section 402 of the Clean Water Act authorizes the California SWRCB to issue NPDES General Construction Storm Water Permit (Water Quality Order 99-08-DWQ), referred to as the "General Construction Permit." Construction activities can comply with and be covered under the General Construction Permit provided that they:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP) which specifies Best Management Practices (BMPs) that would prevent all construction pollutants from contacting stormwater and with the intent of keeping all products of erosion from moving off-site into receiving waters;
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters of the nation; and
- Perform inspections of all BMPs.

NPDES regulations are administered by the RWQCB. Projects that disturb one or more acres are required to obtain NPDES coverage under the Construction General Permits.

As part of the CWA, the U.S. EPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 of the CFR, Part 112 (Title 40 CFR, Part 112), which is often referred to as the "SPCC rule" because the regulations describe the requirements for facilities to prepare, amend, and implement Spill Prevention and Countermeasures (SPCC) Plans. A facility is subject to SPCC regulations if a single oil (or gasoline, or diesel fuel) storage tank has a capacity greater than 660 gallons, the total above ground oil

storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the United States.

Occupational Safety and Health Administration

Congress passed OSHA to ensure worker and workplace safety. Their goal was to make sure employers provide their workers a place of employment free from recognized hazards to safety and health, such as exposure to toxic chemicals, excessive noise levels, mechanical dangers, heat or cold stress, or unsanitary conditions. To establish standards for workplace health and safety, OSHA also created the National Institute for Occupational Safety and Health as the research institution for OSHA. The Administration is a division of the U.S. Department of Labor that oversees the Administration of OSHA and enforces standards in all states. OSHA standards are listed in Title 29 CFR Part 1910.

OSHA's Hazardous Waste Operations and Emergency Response Standard apply to five groups of employers and their employees. This includes any employees who are exposed or potentially exposed to hazardous substances (including hazardous waste) and who are engaged in clean-up operations; corrective actions; voluntary clean-up operations; operations involving hazardous wastes at treatment, storage, and disposal facilities; and emergency response operations.

State

California Environmental Protection Agency

CalEPA has jurisdiction over hazardous materials and wastes at the State level. DTSC is the department of CalEPA responsible for implementing and enforcing California's own hazardous waste laws, which are known collectively as the Hazardous Waste Control Law. DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California Health and Safety Code (HSC) (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Although similar to RCRA, the California Hazardous Waste Control Law and its associated regulations define hazardous waste more broadly and regulate a larger number of chemicals. Hazardous wastes regulated by California but not by the U.S. EPA are called "non-RCRA hazardous wastes." Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board (SWRCB) as having underground storage tank leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Enforcement of directives from DTSC is handled at the local level, in this case the San Bernardino County DEHS. The RWQCB also has the authority to implement regulations regarding the management of soil and groundwater investigation.

California Department of Forestry and Fire Protection

CAL FIRE has mapped fire threat potential throughout California. CAL FIRE ranks fire threats based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat.

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Title 24, Part 9. The CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California HSC, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act or the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Businesses must submit this information to the County DEHS. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of hazardous materials, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include training for all new employees, and annual training, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of hazardous material.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the State hazardous waste management program, which is similar to but more stringent than the Federal RCRA program. The act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR), which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a Certified Unified Program Agency (CUPA). The Program Elements consolidated under the Unified Program are Hazardous Waste Generator and On-site Hazardous Waste

Treatment Programs (a.k.a. Tiered Permitting); Aboveground Petroleum Storage Tank SPCC; Hazardous Materials Release Response Plans and Inventory Program (a.k.a. Hazardous Materials Disclosure or "Community-Right-To-Know"); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements.

The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA. The Project site is located within San Bernardino County. The CUPA designated for San Bernardino County is the Hazardous Materials Division of the San Bernardino County Fire Department.

Department of Toxic Substance Control

DTSC is a department of CalEPA and is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the Federal RCRA and the California HSC (primarily Division 20, Chapters 6.5 through 10.6, and Title 22, Division 4.5). Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Office of Emergency Services (OES)

To protect the public health and safety and the environment, the California OES is responsible for establishing and managing statewide standards for business and area plans relating to the handling and release or threatened release of hazardous materials. Basic information on hazardous materials handled, used, stored, or disposed of (including location, type, quantity, and the health risks) needs to be available to firefighters, public safety officers, and regulatory agencies. The information must be included in these institutions' business plans to prevent or mitigate the damage to the health and safety of persons and the environment from the release or threatened release of these materials into the workplace and environment.

These regulations are covered under Chapter 6.95 of the California HSC Article 1 – Hazardous Materials Release Response and Inventory Program (Sections 25500 to 25520) and Article 2 – Hazardous Materials Management (Sections 25531 to 25543.3). CCR Title 19, Public Safety, Division 2, Office of Emergency Services, Chapter 4 – Hazardous Material Release Reporting, Inventory, and Response Plans, Article 4 (Minimum Standards for Business Plans) establishes minimum statewide standards for Hazardous Materials Business Plans (HMBP). These plans shall include the following: (1) a hazardous material inventory in accordance with Sections 2729.2 to 2729.7; (2) emergency response plans and procedures in accordance with Section 2731; and (3) training program information in accordance with Section 2732.

Business plans contain basic information on the location, type, quantity, and health risks of hazardous materials stored, used, or disposed of in the state. Each business shall prepare a HMBP if that business uses, handles, or stores a hazardous material or an extremely hazardous material in quantities greater than or equal to the following: 500 pounds of a solid substance, 55 gallons of a liquid, 200 cubic feet of compressed gas, a hazardous compressed gas in any amount, or hazardous waste in any quantity.

California Occupational Safety and Health Administration

Cal/OSHA is the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. Cal/OSHA standards are generally more stringent than Federal regulations. The employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure (8 CCR Sections 337-340). The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings.

In addition, Cal/OSHA regulates medical/infectious waste, including management of sharps, requirements for containers that hold or store medical/infectious waste, labeling of medical/infectious waste bags/containers, and employee training.

Regional and Local

LA/Ontario International Airport Land Use Compatibility Plan

In accordance with Section 65302.3 of the California Government Code, General Plans must be consistent with the policies set forth in an airport land use compatibility plan. As required, with the adoption of the 2012 Development Code update, by approval of Ordinance No. 855 in 2012, the City of Rancho Cucamonga adopted development standards to require that future development in the Industrial Zones (Section 17.36.040.D.2) be consistent with the ONT ALUCP, which was adopted by the Ontario City Council on April 19, 2011. The basic function of the ONT ALUCP is to promote compatibility between Ontario International Airport and the land uses that surround it. As required by State law, the ONT ALUCP provides guidance to affected local jurisdictions with regard to land use compatibility matters involving the airport. The geographic scope for the ONT ALUCP is the AIA, the area in which current or future airport-related noise, safety, airspace protection, and/or overflight factors may affect land uses or impose restrictions on those uses. The AIA includes portions of the counties of Los Angeles, Riverside, and San Bernardino, and various cities, including Rancho Cucamonga (Ontario 2015). According to Map 2-1 in the ONT ALUCP, the Project site is outside of the AIA.

The ONT ALUCP includes compatibility criteria, which provides the foundation for compatibility policies. Affected agencies use the compatibility policies and criteria to evaluate future airport and land use plans, as well as individual development proposals, for consistency with the ONT ALUCP. The Project site is located outside the Safety Zones, Noise Impact Zones and Airspace Protection Zones and Overflight Notification Zones (Maps 2-2 through 2-5 of the ONT ALUCP).

Rancho Cucamonga Fire Prevention District ReadyRC Disaster Preparedness Manual

The Rancho Cucamonga Fire Prevention District provides fire and emergency response service to the City of Rancho Cucamonga. The District has adopted "ReadyRC" a disaster preparedness manual. The objective of the ReadyRC is to provide a process for emergency management and response within the City in order to effectively to protect lives, property and the environment during disasters. ReadyRC includes several

preparedness and training programs designed to help residents and businesses prepare, respond and recover from a disaster. The ReadyRC manual also includes evacuation route maps and shelter information.

Rancho Cucamonga Fire Protection District Strategic Plan

The 2005 Rancho Cucamonga Fire Protection District Strategic Plan (Fire Protection Strategic Plan) provides recommendations for appropriate levels of fire protection and emergency services in the City. The Fire Protection Strategic Plan determined that the most significant fire threat to Rancho Cucamonga continues to be the many miles of Wildland Urban Interface 1 (WUI) in the northern end of the City. The Fire Protection Strategic Plan proposed that the threat from WUI should be addressed through a combination of prevention and suppression strategies including the development of specialized capabilities training and equipment to prepare for and mitigate fires in the WUI. Other key findings include 1) the development of a Wildfire Community Protection Plan; (2) a definition of the Very High Fire Hazard Severity Zone; (3) continued efforts to assess and identify high-risk areas in the community; (4) development of seasonal programs to communicate the mitigation program goals and objectives to the public; (5) development of fuel modification/brush abatement programs; and (6) a gates and lock access program.

Rancho Cucamonga Fire Code and Fire Protection Plan Requirements

A Fire Protection Plan for all development within hazardous fire areas, including the WUI, is required by the Board of Directors of the Rancho Cucamonga Fire Protection District. In order to comply, plans must include mitigation measures consistent with the specific problems resulting from the topography, location, flammable vegetation, geology, and climate of the proposed development site. Fire Protection Plans must also address fire protection systems and equipment, water supply, access, defensible space, ignition fire resistance, and vegetation management. Maintenance requirements for outdoor fireplaces, permanent barbeques and grills, incinerators, and defensible space fuel modification areas are required for new developments.

Rancho Cucamonga Local Hazard Mitigation Plan

The Rancho Cucamonga 2013 Local Hazard Mitigation Plan (LHMP) evaluates the natural and manmade hazards that could potentially affect the City and its inhabitants. The LHMP identifies strategies and actions intended to minimize potential hazards that could result from potential projects. The LHMP was created in conjunction with City of Rancho Cucamonga General Plan and is considered an extension of that document; adopted by resolution. Potential hazards evaluated by the LHMP include hazards resulting from earthquake, flooding, wildfires, high/straight-line winds, and terrorism.

City of Rancho Cucamonga General Plan

Project relevant General Plan policies for hazards and hazardous materials are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

Goal PS-3 ***Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga.***

Policy PS-3.2 Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.

City of Rancho Cucamonga Fire Code

The 2016 California Fire Code sets forth requirements including those for building materials and methods pertaining to fire safety and life safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City of Rancho Cucamonga adopted the 2016 California Fire Code with certain amendments, additions, and deletions, as Chapters 15.12, 15.14, 15.16, 15.20, 15.24, and 15.26 of the Rancho Cucamonga Municipal Code.

City of Rancho Cucamonga Development Code

Section 17.66.040, Hazardous Materials, of the City of Rancho Cucamonga Development Code, provides standards to ensure that the use, handling, storage, and transportation of hazardous materials comply with all applicable State laws (including but not limited to, Section 65850.2 of the California Government Code and Section 25505 et seq. of the California HSC) and that appropriate information is reported to the Rancho Cucamonga Fire District, as the regulatory authority. This section of the Development Code includes reporting requirements; standards regarding underground and above-ground storage of hazardous materials; and standards for new development. Most relevant to the proposed Project, businesses required by State law to prepare Hazardous Materials Release Response Plans and Hazardous Materials Inventory Statements shall, upon request, submit copies of these plans, including any revisions, to the Fire District.

4.7.3 Standards of Significance

The following significance criteria for hazards and hazardous materials were derived from the Environmental Checklist in the CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria.

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment;
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

- Expose people or structures either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.7.4 Project Impacts and Mitigation

Impact 4.7-1: ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Project and Alternate Project

The Project and Alternate Project propose the construction of two and one building(s), respectively, and associated infrastructure improvements. Construction of the Project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. In addition, should a spill or other hazardous materials incident occur, construction staff are well versed in how to handle such a situation, including containment and who to contact if such a situation occurs. Material Safety Data Sheets (MSDS) will also be posted on-site to provides workers and emergency responders with procedures for handling hazardous materials safely, including information for fire suppression, toxicity/ first aid, storage/ disposal, and spill handling.

As discussed previously, the Phase I ESA identified one REC associated with the Project site. The Project site was once part of the former Kaiser Steel facility property. No evidence was identified of manufacturing or handling/disposing of hazardous substances on the Project site. However, the designation of multiple operable units, and land use covenants related to subsurface impacts associated with historical Kaiser Steel facility operations indicates residual subsurface contamination and suggests the potential exists for impacts to the Project site. Subsequently, a Phase II investigation was conducted to evaluate the potential for soil or groundwater contamination in association with the REC on the Project site. The Phase II investigation did not identify soil impairments associated with past and present use of the proposed Project site.

The routine transport, use, and disposal of hazardous materials can result in hazards to people and the environment, due to the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and hazardous material storage and distribution facilities. At full buildout, the Project would consist of two warehouse buildings. The Alternate Project would consist of a single E-Commerce building and associated parking areas. As previously mentioned, this land use is not expected to use significant quantities of hazardous materials or to generate significant quantities of hazardous materials requiring transport. The routine transport, use, and disposal of these materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction.

Operations

Project and Alternate Project

The Project and Alternate Project would consist of facilities which are not anticipated to result in releases of hazardous materials into the environment. The proposed facilities would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. The Project would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable Federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety.

Although not anticipated, if a facility is proposed that has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, then Mitigation Measure (MM) HAZ-1 described below would be triggered and require preparation and implementation of a Hazardous Materials Risk Management Plan (RMP) for that facility. With implementation of MM HAZ-1 (if applicable) and compliance with all applicable Federal, State, and regional regulations regarding hazardous material generation and usage on the site, potential impacts related to transport, use, or disposal of hazardous materials would be reduced to less than significant levels with mitigation incorporated.

Mitigation Measures

MM HAZ-1 If a proposed use at the Project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California HSC 25532 (g) in excess of threshold quantities. This plan shall be reviewed and approved by the San Bernardino County Department of Environmental Health through the Certified Unified Program Agencies (CUPA) process prior to implementation as required by the California Accidental Release Prevention (CalARP) Program.

Impact 4.7-2: ***Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction

Project and Alternate Project

The Phase I ESA investigation included a review of local, State, and Federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources, a reconnaissance of the Project site to review use and current conditions and to check for the storage, use, production or disposal of hazardous or potentially hazardous materials, and interviews with persons and agencies knowledgeable about current and past site use. The Phase I ESA identified one REC associated

with the Project site. Subsequently, a Phase II investigation was conducted to evaluate the potential for soil or groundwater contamination in association with the REC on the Project site. The Phase II investigation did not result in significant soil impairments associated with the past and present use of the proposed Project site. However, if site development plans involve net export of soil from the Project site, then a Soil Management Plan (SMP) is warranted to manage off-site reuse or disposal options based on the presence of anthropogenic chemicals in the soil. With implementation of MM HAZ-2 and compliance with all applicable Federal, State, and regional regulations, the impact would be reduced to less than significant levels with mitigation incorporated.

Operations

Project and Alternate Project

Project operations would involve typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. As discussed in Impact 4.7-1 above, any routine transport, use, and disposal of these materials during Project operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents, and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. A less than significant impact would occur in this regard.

Mitigation Measures

MM HAZ-2 If the site development plans involve a net export of soil from the Project site, a Soil Management Plan shall be prepared by a qualified hazardous material specialist to manage off-site reuse or disposal options based on the presence of anthropogenic chemicals in the soil. The Plan would be submitted to the City for review and approval.

Impact 4.7-3: ***Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Level of Significance: No Impact

Construction

Project and Alternate Project

Construction of the Project or Alternate Project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to nearby schools. However, there are no existing schools or known proposed schools within 0.25 mile of the Project site. The nearest school site, Redwood Elementary School is located approximately 1 mile to the northeast of the Project site. Notwithstanding, the routine transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction would not create a significant hazard to nearby schools.

Operations

Project and Alternate Project

The Project and Alternate Project do not propose any industrial uses which could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding schools. The types of hazardous materials that would be routinely handled would be limited to cleaners, paints, solvents, and fertilizers and pesticides for site landscaping. Moreover, there are no existing schools or known proposed schools within 0.25 mile of the Project site. The routine transport, use, and disposal of hazardous materials during operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project operations would not create a significant hazard to nearby schools.

Mitigation Measures

No mitigation is required.

Impact 4.7-4: ***Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5.[3] The Phase I ESA indicated there was one REC (as defined by ASTM Practice E 1527-13) identified in association with the Project site that required additional investigation. Therefore, a Phase II Investigation was conducted, which concluded pollutant concentrations found in soil associated with the REC was below applicable screening levels. Therefore, no significant adverse impacts relative to hazardous materials sites would result with Project implementation. The Project impact would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.7-5: ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

Level of Significance: No Impact

[3] California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed: August 17, 2020.

Construction and Operations

Project and Alternate Project

The LA/Ontario International Airport is located approximately 4 miles southwest of the Project site. The Project site is not within the AIA, Safety Zones, Noise Impact Zones, Airspace Protection Zones or the Overflight Notification Zones (Maps 2-2 through 2-5 of the ONT ALUCP). Thus, the Project would not result in a safety hazard impact to people residing or working in the Project area, and no impact would occur.

Mitigation Measure

No mitigation is required.

Impact 4.7-6: ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project or Alternate Project would not impair or physically interfere with an adopted emergency response or evacuation plan. The ReadyRC disaster preparedness manual was adopted by the Rancho Cucamonga Fire Prevention District to provide a process for emergency management and response with the City. The manual identifies evacuation routes, emergency facilities, and shelter information. No revisions to the adopted ReadyRC disaster preparedness manual would be required as a result of the Project. Further, as identified in the LHMP, the City maintains an Emergency Operations Plan which is updated by the City's Emergency Management Program. The Project would not modify or impede existing emergency routes. Primary access to all major roads would be maintained during construction and operation of the Project.

The City's Development Impact Fee Program also makes certain required facilities for new development are adequately funded and costs are distributed to the various types of development in the form of development impact fees paid by project applicants. By complying with the General Plan and participating in the City's Impact Fee Program, implementation of the Project would result in a less than significant impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures

No mitigation is required.

Impact 4.7-7: ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

Level of Significance: No Impact

Construction and Operations

Project and Alternate Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is not located in or near a State Responsibility Area (SRA); the nearest SRA to the development site is located approximately 4 miles to north. The Project site is located in a Local Responsibility Area. In addition, the Project site does not contain lands classified as a very high fire hazard severity zone (VHFHSZ). The closest VHFHSZs are located approximately four miles to the north and south of the Project site. Review of Exhibit 4.8-2: Fire Hazard Severity Zones of the City's 2010 General Plan EIR further supports the finding that the Project site is not located in or near an SRA and the Project site is not within a VHFHSZ. No impact would occur in this regard.

Mitigation Measures

No mitigation is required.

4.7.5 Cumulative Impacts

For purposes of hazards and hazardous materials, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4-1, Cumulative Projects List*, *Section 4.0, Environmental Impact Analysis*. As discussed above, all Project impacts from hazards and hazardous materials would result in no impact or be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of EIR mitigation measures. *Section 4.8, Hydrology and Water Quality* discusses potential hazards related to dam failure and flooding.

Impacts associated with hazardous materials are often site-specific and localized. This EIR evaluates environmental hazards in connection with the Project site and surrounding area. Regarding off-site environmental hazards, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials within a search radius of up to one-mile from the site and serves as the basis for defining the cumulative impacts study area.

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities (*Table 4-1*) also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. It is expected that future development within the area would comply with all federal, state, and local statutes and regulations applicable to hazardous materials. As such, the proposed Project and Alternate Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

4.8 HYDROLOGY AND WATER QUALITY

This section of the Draft Environmental Impact Report (EIR) identifies and evaluates potential impacts on the hydrologic resources that could result from implementation of the Project. The pre-development conditions of the water and drainage systems surrounding the Project area were used as the baseline with which to compare potential impacts associated with the Project and would inform the degree of impact that the Project would have on those existing hydrologic systems. Information used to prepare this section came from Albert A. Webb Associates, *Preliminary Drainage Study*, April 2020, *Preliminary Water Quality Management Plan (WQMP) for Hillwood-Rancho Cucamonga Industrial Property*, June 2020, and Kimley Horn, *Water Supply Assessment (WSA) for the Hillwood Speedway Commerce Center Industrial Project*, March 2021, *Appendix F*.

The analysis includes a description of the current hydrological conditions of the Project site and any pertinent federal, state, or local regulations and policies intended for the management of hydrological resources. If the Project is determined to pose a potentially significant impact to the environment, appropriate mitigation measures would be included to reduce the significance of each impact. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

4.8.1 Environmental Setting

Existing Hydrology

The Project site is located entirely within the Chino Basin in the Middle Santa Ana River Watershed. The Chino Basin is the largest groundwater basin in the Santa Ana River Watershed and has a surface area of approximately 240 square miles.

The majority of the Project site is presently vacant and undeveloped, with the exception of an asphaltic concrete driveway in the western portion of the site. A flood control channel runs along the eastern portion of the Project site and storm drain discharge points have also been observed. A storm drain outlet which conveys stormwater off-site, is located in southeast portion of the Project site. The topographic gradient of the Project site is to the south-southwest, which may influence groundwater flow.

Flood Hazard

Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) shows that the Project site is within flood map number 06071C8634J (effective on 09/26/2014). Based on a review of this map panel, the Project site is not located in a documented flood plain or floodway, nor is the site within any special flood hazard areas. The Project site is located in FEMA Zone X which are areas determined to be outside of the 0.2% annual chance floodplain.[1] The flood map notes a jurisdictional boundary running east-west along the southern boundary of the Project site. The flood map includes the East Etiwanda Creek as a hydrologic feature and shows that the hydrologic feature line of the East Etiwanda Creek is

[1] FEMA. (2014). FEMA Flood Map Service Center. Product ID 06071C8634J. https://map1.msc.fema.gov/idms/IntraView.cgi?KEY=83995387&IFIT=1. Accessed January 2021.

closely aligned with the profile baseline.[2] The profile baseline informs the predicted flow pattern of floodwaters. Since the Etiwanda Creek is closely aligned as the profile baseline, this means that during flood conditions water would flow along the main channel of the stream.[3] The San Sevaine Channel, directly east of the proposed Project's eastern boundary is labeled as a regulatory floodway.

Groundwater

An analysis of the Chino Basin conducted in 2018 indicated that regional groundwater levels were located approximately 700 feet below the surface.[4] The nearest monitoring well on record (State Well Number: 01S06W11N001S) is located approximately 8,051 feet east of the site. Water level readings within this monitoring well indicate a groundwater level of 467± feet below the ground surface in April 2017.[5]

The Chino Basin is the largest groundwater basin within the City of Rancho Cucamonga (City) and its sphere of influence (SOI). It is also the basin over which the Project would be developed. The Chino Basin is estimated to contain over 5,000,000 acre feet (AF) of water with an additional storage capacity of 1,000,000 AF. On average, the Chino Basin water production ranges from approximately 140,687 AF per year (AFY) to 188,910 AFY. The majority of this water production is used for municipal and industrial purposes.[6] The Chino Basin allows the safe yield of 135,000 AFY of water to be utilized. The safe yield is the allowable amount of water that can be taken from the groundwater basin in a particular year without undesirable results such as a decreased water availability due to an inability to replenish groundwater at an equal or greater rate. The pumping rights for the 135,000 AFY of safe yield is broken into groups; each with varying pumping rights. The Appropriative Pool Committee, comprised of local cities, public water districts, and private water districts, is allowed 49,834 AFY of water from the total safe yield. The Project site would be served by the Fontana Water Company (FWC), which maintains water rights of up to 11.6 percent of the safe yield from the Chino Basin.

Water Quality

The amount of pollutants in the surface runoff is determined by the quantity of a material in the environment and its characteristics. In an urban environment, the quantity of certain pollutants in the stormwater systems is generally associated with the intensity of land use. Within the Middle Santa Ana River Watershed, pathogens, high coliform counts, and nitrates are of concern. Total Maximum Daily Loads (TMDLs) projects to combat each of these pollutants are currently listed in the implementation phase by the Santa Ana Regional Water Quality Control Board (RWQCB).

The Federal Clean Water Act (CWA) requires that state water boards publish a list of water bodies that did not meet their established water quality standards. These bodies of water are listed in the 303(d) list along with the pollutants which reduces their water quality. The nearest body of water on the 303(d) to the proposed Project is the Cucamonga Creek Reach 1. Cucamonga Creek Reach 1 is located approximately five miles west of the Project site and is not hydrologically connected to the site. The main pollutants for

[2] Federal Emergency Management Agency (ND). *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/home (Accessed January 2021). Note: search Napa Street, Rancho Cucamonga, CA.
[3] Federal Emergency Management Agency (2015). *Guidance for Flood Risk Analysis and Mapping*. Page 1. Washington, DC: FEMA
[4] Chino Basin Watermaster (2019). *2018 State of the Basin Report*. Lake Forest, CA: Wildermuth Environmental, Inc
[5] Southern California Geotechnical (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development North Side of Napa Street, East of Etiwanda Avenue, Rancho Cucamonga, California*. Page 7. Yorba Linda, CA: Southern California Geotechnical (Appendix D of this EIR)
[6] Fontana Water Company (2020). *Water Supply Assessment for Hillwood-Speedway Commerce Center Industrial Project*. Page 10. Riverside, CA: Kimley-Horn and Associates (*Appendix F* of this EIR)

this body of water are metalloids such as zinc, copper, cadmium, and lead.[7] TMDLs of each pollutant exceeds the levels allowed for the Cucamonga Creek Reach 1. However, these pollutants are expected to reach acceptable levels by 2021. No other bodies of water listed in the 303(d) are within five miles of the Project site.

4.8.2 Regulatory Setting

Federal

Clean Water Act

The primary goals of the Federal CWA are to maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint source discharge programs, and wetlands protection. The U.S. Environmental Protection Agency (U.S. EPA) has delegated the administrative responsibility for portions of the CWA to state and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the RWQCBs to preserve, protect, enhance, and restore water quality.

Under the NPDES permit program, the U.S. EPA establishes regulations for discharging stormwater by municipal and industrial facilities and construction activities. Section 402 of the CWA prohibits the discharge of pollutants into Waters of the United States from any point source unless the discharge is in compliance with an NPDES Permit.

The Anti-degradation Policy under the U.S. EPA's Water Quality Standards Regulations (48 F.R. 51400, 40 CFR 131.12, November 8, 1983), requires states and tribes to establish a three-tiered anti-degradation program to prevent a decrease in water quality standards.

- Tier 1—Maintains and protects existing uses and water quality conditions that support such uses. Tier 1 is applicable to all surface waters.
- Tier 2—Maintains and protects "high quality" waters where existing conditions are better than necessary to support "fishable/swimmable" waters. Water quality can be lowered in such waters but not to the point at which it would interfere with existing or designated uses.
- Tier 3—Maintains and protects water quality in outstanding national resource waters. Water quality cannot be lowered in such waters except for certain temporary changes.

Anti-degradation was explicitly incorporated into the federal CWA through 1987 amendments, codified in §303(d)(4)(B), requiring satisfaction of anti-degradation requirements before making certain changes in NPDES permits.

[7] California Environmental Protection Agency (2019). *2014 And 2016 California Integrated Report, (Clean Water Act Section 303(D) List And 305(B) Report)*. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2014_2016.shtml.

Section 303(d) of the CWA requires the SWRCB to list impaired water bodies that are too polluted or otherwise degraded to meet the water quality standards set by states, territories, or authorized tribes. The law requires that these jurisdictions establish priority rankings for waters on the lists and develop TMDLs for these waters.

Section 404 of the CWA is administered and enforced by the U.S. Army Corps of Engineers (USACE). Section 404 establishes a program to regulate the discharge of dredged and fill material into Waters of the United States, including wetlands and coastal areas below the mean high tide. USACE administers the day-to-day program, and reviews and considers individual permit decisions and jurisdictional determinations. USACE also develops policy and guidance and enforces Section 404 provisions.

State

California Fish and Game Code §1600-1602

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code (CFGC), the California Department of Fish and Wildlife (CDFW) regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Notification of Lake or Streambed Alteration must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses and wetland habitats supported by a river, lake, or stream. Jurisdictional waters are delineated by the outer edge of riparian vegetation (i.e., drip line) or at the top of the bank of streams or lakes, whichever is wider. CDFW jurisdiction does not include tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and applicant is the Lake or Streambed Alteration Agreement.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCB regulates discharges to surface waters under the federal CWA. In addition, the RWQCB is responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the state, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 is not required for the activity. "Waste" is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

Regional

Water Quality Control Plan (WQCP) for the Santa Ana River Basin

The Santa Ana RWQCB WQCP for the Santa Ana River Basin (also the Basin Plan for the Santa Ana Region, hereinafter referred to as the "Basin Plan") is designed to preserve and enhance water quality and to protect the beneficial uses of water bodies in the Santa Ana River watershed (Santa Ana RWQCB 1995). The Basin Plan (1) designates beneficial uses for surface and subsurface waters (groundwater); (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's antidegradation policy; (3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; (4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and (5) provides an overview of water resource management studies and projects that are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

One Water One Watershed

The One Water One Watershed (OWOW) program, is the result of an integrated planning process convened for the management of the Santa Ana River Watershed. The OWOW program integrates water resources management with various disciplines such as land use planning, flood control, and natural resource management. The OWOW plan is now in its second iteration, which was adopted in 2014.

The OWOW plan process complies with the standards of the State of California's Integrated Regional Water Management Program while supporting synergies in planning how to address water challenges across the Santa Ana River Watershed. The OWOW 2.0 Plan describes the next generation of integrated regional watershed planning, solving problems on a regional scale, and giving all water interests a voice in the planning process. The plan provides a blueprint for management of the watershed, which includes the following goals:

- Achieve a watershed that is sustainable, drought-proofed and salt-balanced by 2035, and in which water resources are protected and water is used efficiently;
- Value a watershed that supports economic prosperity and environmental viability;
- Assure a watershed that diminishes carbon emissions and is resilient to climate change;
- Demand a watershed free of environmental injustices;
- Maintain a watershed in which the natural hydrology is protected, restored, and enhanced;
- Instill a water ethic within institutions and people that will make efficient use of water a California way of life

NPDES Permit for San Bernardino County

In 2002, the Santa Ana RWQCB issued an NPDES Storm Water Permit and Waste Discharge Requirements (WDRs) (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage in the Upper Santa Ana River Watershed in San Bernardino and Riverside Counties. This permit expired on April 27, 2007 and was

administratively extended. On January 29, 2010, the RWQCB adopted Order No. R8-2010-0036 (NPDES No. CAS618036), which renewed the NPDES Permit for San Bernardino County. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and 16 incorporated cities within San Bernardino County, which serves as the permit renewal for the NPDES permit.

The City of Rancho Cucamonga is subject to the WDRs of the NPDES Permit for San Bernardino County. The County and incorporated cities in the County are co-permittees under the NPDES permit and have legal authority to enforce the terms of the permit in their jurisdictions. The ultimate goal of the NPDES Permit and the related urban stormwater management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require individual development projects to prepare and implement WQMPs that identify post-construction Best Management Practices (BMPs) to reduce discharges of pollutants into stormwater.

Local

Technical Guidance Document for WQMPs

In compliance with the NPDES Permit for San Bernardino County, the San Bernardino County Areawide Storm Water Program prepared a Technical Guidance Document (TGD) for the preparation of WQMPs by new development and major redevelopment projects of specific land uses and sizes in the County. A WQMP is required as part of the permit process and commits the developer to the implementation of long-term BMPs. Individual WQMPs need to identify pollutants of concern based on the proposed land use and site activities, as well as select applicable site design, source control, and treatment control BMPs that would effectively prohibit non-storm water discharges from entering the storm drain system and that would reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of stormwater to prevent hydrologic conditions of concern (HCOC), which refer to flooding, erosion, scour, sedimentation, natural habitat impacts, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies that may occur if the storm drainage facilities have not been engineered to their ultimate capacities or if natural conditions are present. However, the TGD also designates "HCOC-Exempted Areas," which are areas where the HCOC analysis is not required if the following occurs: a sump condition; predevelopment runoff would equal post-development runoff; stormwater is diverted to a storage area; disturbance is less than 1 acre; or the watershed area is built out (i.e., 90 percent developed). The Plan Area is in the defined HCOC-exempt area on the County's online Stormwater Facility Mapping Tool Local.

Rancho Cucamonga General Plan

Land Use Element

The Land Use, Community Design, and Historic Resources Element of the City of Rancho Cucamonga General Plan (GP) provides guidance to promote the City's goals for current and future development.

Goal LU-10 ***Encourage sustainable landscaping and streetscape design.***

Policy LU-10.3 Promote low water usage and emphasize fire-safe defensible space.

Resource Conservation Element

The Resource Conservation Element of the Rancho Cucamonga GP provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources as well as the energy resources contained in the City.

Goal RC-2 ***Provide adequate, reliable, and sustainable water supplies to the community.***

Policy RC-2.4 Promote the protection of natural stream courses from erosion and from polluted urban runoff.

Goal RC-3 ***Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.***

Policy RC-3.1 Require the use of cost-effective methods to conserve water in new developments, and promote appropriate water conservation and efficiency measures for existing businesses and residences.

Rancho Cucamonga Municipal Code, Title 19 - Environmental Protection

Chapter 19.12, Floodplain Management Regulations

Rancho Cucamonga Municipal Code (RCMC) Section 19.12.050 outlines the City's policies regarding development in flood hazard zones. The section details elevation requirements for residential and nonresidential structures. Structures developed in Zone A flood hazard regions, such as the proposed Project, are required to have the lowest floor elevated at least two feet above the base flood elevation. Title 9 Section 19.28.160 of the RCMC also provides guidelines regarding the testing of groundwater levels during project development.

Chapter 19.20, City of Rancho Cucamonga Storm Water and Urban Runoff Management and Discharge Ordinance

RCMC Chapter 19.20 consists of the City's Storm Water and Urban Runoff Management and Discharge Control Ordinance. This ordinance contains policies that are designed to protect and enhance the nature of the City's hydrological resources. In coordination with other regulations like the CWA and Porter-Cologne Water Quality Control Act, the ordinance provides a framework for the protection of the City's water systems. The ordinance's policies are intended to achieve four objectives:

1. Control discharges from spills, dumping or disposal of materials other than stormwater;
2. Reduce the discharge of pollutants in all stormwater discharges to the maximum extent practicable;
3. Protect and enhance the water quality of local, state and federal watercourses, water bodies, groundwater and wetlands in a manner pursuant to and consistent with the Clean Water Act and the Porter-Cologne Water Quality Act; and
4. Establish penalties for violations of the provisions of the ordinance.

Section 19.20.160, Maintenance of Private Residential, Commercial and Industrial Storm Drainage Systems

Title 9 Section 19.20.060 of the RCMC also regulates the connections that projects make to the City's stormwater conveyance system. A permit is required for any connections made to the City's stormwater system, such as those proposed by the proposed Project. A stormwater pollution prevention plan (SWPPP) is also required for developments which disturb five or more acres of land (according to Section 19.20.240).

Section 19.20.260, Water Quality Management Plan (WQMP)

RCMC Section 19.20.260 requires any applicable land development projects to create a WQMP. The WQMP would be submitted to the City engineer and approved before the issuance of a grading or building permit. Best practices for the reduction of stormwater runoff and other non-stormwater pollutants should also be included in the WQMP. An NPDES general construction permit is not replaced by a WQMP, nor does it preclude one.

4.8.3 Standards of Significance

Significance Criteria Under CEQA

The following significance criteria for hydrology and water resources were derived from the Environmental Checklist in State CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - result in substantial erosion or siltation on- or off-site;
  - substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
  - create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
  - impede or redirect flood flows.
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.8.4 Project Impacts and Mitigation

Impact 4.8-1 ***Would the proposed project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

Level of Significance: Less than Significant Impact

Construction

Project and Alternate Project

The Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Construction-related erosion effects would be addressed through compliance with the NPDES program's Construction General Permit. Construction activity subject to the Construction General Permit includes any construction or demolition activity, including, but not limited to, clearing, grading, grubbing, or excavation, or any other activity that results in a land disturbance of equal to or greater than 1.0 acre. The Project would disturb approximately 35 acres and would be subject to the Construction General Permit. To obtain coverage under the Construction General Permit, dischargers are required to file with the State Water Board the Permit Registration Documents, which include a Notice of Intent (NOI) and other compliance-related documents. The Construction General Permit requires development and implementation of a SWPPP and monitoring plan, which must include erosion-control and sediment-control BMPs that would meet or exceed measures required by the Construction General Permit to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The types of required BMPs would be based on the amount of soil disturbed, the types of pollutants used or stored at the Project site, and proximity to water bodies. RCMC Section 19.20.230: Best management practices, states that "*All construction projects which could potentially have an adverse impact on the city's municipal separate storm sewer system or waters of the state shall install and/or implement appropriate construction and post-construction best management practices (BMPs), as listed in their water quality management plan (WQMP) or the "California Storm Water Best Management Practice Handbook," to reduce pollutants to the maximum extent practicable or to the extent required by law*." RCMC Section 19.20.240 General permit for stormwater discharges from construction activity, specifies that "*Any developer/owner engaging in construction activities which disturb five acres or more of land shall apply for coverage under the general stormwater permit for construction activity with the state water resources control board (SWRCB).*"

Following compliance with NPDES and RCMC requirements, which include implementation of BMPs as a Condition of Approval, the Project's construction-related activities would not violate any water quality standards or otherwise substantially degrade surface or groundwater quality. Therefore, a less than significant impact would occur in this regard, and no mitigation is required.

Operations

Project and Alternate Project

Stormwater pollutants that would be produced during Project operation include pathogens, nutrients, noxious aquatic plants, sediment, metals, oil and grease, trash/debris, pesticides/herbicides, and organic compounds (Albert A. Webb Associates 2020).

To meet the requirements of the County's NPDES permit and in accordance with RCMC Section 19.20.260, the Project Applicant would be required to prepare and implement a WQMP, which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures ongoing, long-term protection of the watershed basin. The Project's Preliminary WQMP, prepared by Albert A. Webb Associates, is included as *Appendix F* to this EIR. As identified in Appendix F, the Project is designed to include on-site non-structural source control BMPs, including but not limited to activity restrictions, landscape management BMPs, and spill contingency plan. In addition, structural source control BMPs would be implemented, including but not limited to: the installation of water-efficient landscape irrigation systems, storm drain system stenciling and signage, and implementation of a trash and waste storage areas – to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the Project site. Compliance with the Preliminary WQMP would be required by the City as a condition of approval for the Project. Long-term maintenance of proposed on-site water quality control features would be required by the City as a condition of approval to ensure the long-term effectiveness of all on-site water quality features and maximize pest management (particularly mosquito control).

In addition to mandatory implementation of a WQMP, the NDPES program also requires industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Under the effective NPDES Industrial General Permit, the Project Applicant (or the Project's occupant(s)) would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon the operational activities of the building, and the Project's future building occupants and their operations are not known at this time, details of the SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is assured that mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term Project operation. Therefore, impacts related to the violation of water quality standards during operations would be less than significant, and no mitigation is required.

Impact 4.8-2 ***Would the proposed project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

Level of Significance: Less than Significant Impact

Construction and Operation

Project and Alternate Project

Development of the Project site would increase impervious surfaces, decreasing permeability of the affected area. Upon completion, per the WQMP, approximately 91 percent of the Project site surface would be impervious. This is an increase over existing conditions, which, according to the WQMP is zero percent impervious. Percolation is just one of several sources of groundwater recharge for the Subbasin. However, the increased impermeable surfaces associated with development of the Project site would not affect groundwater recharge due to the distance between the ground surface and the groundwater levels. The nearest groundwater monitoring well to the Project site (State Well Number: 01S06W11N001S) had

water level readings that indicated a groundwater level of 467± feet below ground surface in April 2017.[8] According to Figure RC-3: Water Resources of the Rancho Cucamonga General Plan, there are no spreading grounds or recharge basins in close proximity to the Project. The closest of the two water resource types is the Etiwanda Creek Basin recharge basin located approximately one mile southwest of the Project site. The Project would not contribute to groundwater recharge within this basin. Further, inclusion of drainage improvements, including the installation of below-ground infiltration facilities and permeable landscape areas, as a component of the Project or Alternate Project would create efficient passageways for runoff water to rejoin the water system. Based on the small size of the Project site in relation to the size of the groundwater subbasin and the design features proposed by the Project to allow percolation, implementation of the Project is determined to result in incremental changes to local percolation and would result in a less than significant impact to local groundwater recharge. Construction activities would not directly impact groundwater sources.

The Project would be developed within the FWC service area. FWC receives groundwater from multiple groundwater sources including the Chino Basin, the Lytle Basin, the Rialto-Colton Basin, and the No Man's Land Basin. As described above in Section 4.8.1, the Chino Basin contains over 5,000,000 AF of groundwater with an additional 1,000,000 AF unused storage capacity.[9] The Chino Basin is FWC's primary source of water and maintains an 11.66 percent share of the Operating Safe Yield of the Chino Basin.[10] In 2018, the Chino Basin produced 10,796 AF of the City's 38,113 AF water supply total for that year.[11] The FWC is also projected to utilize 10,071 AF of Chino Basin groundwater in 2020 and have a total water supply of 40,291 AF from all sources in that same year.[12] The proposed Project's total water demand of 47 AFY would constitute approximately 0.47 percent of the FWC's Chino Basin sourced groundwater in the year 2020. The FWC's water supply is projected to increase through 2040 with a projected 18,093 sourced from the Chino Basin that year.[13] The Project would comprise 0.26 percent of the projected Chino Basin sourced groundwater in the year 2040. This means that as FWC's water supply increased through 2040, the Project would continue to comprise a decreasing percentage of that sourced groundwater. Therefore, impacts related to groundwater supplies would be less than significant impact, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.8-3 ***Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

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

Level of Significance: Less than Significant Impact

[8] Southern California Geotechnical (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development North Side of Napa Street, East of Etiwanda Avenue, Rancho Cucamonga, California*. Page 7. Yorba Linda, CA: Southern California Geotechnical

[9] Fontana Water Company (2020). *Water Supply Assessment for Hillwood-Speedway Commerce Center Industrial Project*. Page 10. Riverside, CA: Kimley-Horn and Associates.

[10] Fontana Water Company (2017). 2015 Urban Water Management Plan. Pages 6-5 through 6-6. Irvine, CA: West Yost Associates

[11] Fontana Water Company (2020). *Water Supply Assessment for Hillwood-Speedway Commerce Center Industrial Project*. Page 9. Riverside, CA: Kimley-Horn and Associates.

[12] Ibid Page 32.

[13] Ibid.

Construction and Operations

Project and Alternate Project

The Project would include alteration of the existing site during the development of new warehousing buildings, hardscape, and associated landscaping and surface parking facilities. The Alternate Project would include the development of a single E-Commerce building and associated landscaping and parking. The Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site, overhead powerlines, and a railroad easement. Therefore, the proposed Project would increase the amount of impervious surface through the development of the site and associated surface parking facilities.

Per the Project's Drainage Study, located in EIR *Appendix F*, on-site flows generated by the Project or Alternate Project, would surface flow through the site utilizing ribbon gutters, curb and gutters, and grate inlets. The Project would utilize subsurface storm drain systems that convey flows into the proposed underground corrugated metal pipe (CMP) detention systems. Higher flows would bypass the underground system and drain into the existing 36-inch storm drain line in Napa Street that discharges into San Sevaine Channel. Any runoff that exceeds the system's capacity would be directed to an existing underground system and begin to discharge into a proposed 24-inch line that would connect the existing East Etiwanda Creek reinforced concrete box (RCB) culvert in Napa Street. The Project would construct the new storm drain facilities that would connect to the existing box culvert. East Etiwanda Creek and San Sevaine Channel both discharge into Reach 3 of the Santa Ana River, which eventually discharge into the Prado Basin. For a detailed description of drainage areas A and B, see the Drainage Study in DEIR *Appendix F*.

Further, the Project site is located mostly on land that is designated as having a minimal flood hazard. Based on a review of the FEMA Flood Insurance Rate Map, the Project site is not located in a documented flood plain or floodway, nor is the site within any special flood hazard areas. The Project site is located in FEMA Zone X which are areas determined to be outside of the 0.2% annual chance floodplain.

The geotechnical assessment conducted for the Project (*Appendix D* of this EIR) recommended that existing fill soils be excavated to improve safety and support of proposed structures. Impacts from grading, including erosion, are discussed in *Section 4.5, Geology and Soils*. The section noted that through the excavation and removal of the fill material, the development of the Project would require grading preparation, excavation, site stripping and demolition that could result in soil erosion if exposed to periods of high wind or storm-related events. General dust control measures such as watering would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind.

The NPDES, SWPPP, and WQMP created for the Project would also minimize potential impacts from erosion and siltation. Further, an erosion control plan would also be implemented to further minimize potential siltation and erosion effects. The erosion control plan is required as part of the City's grading plan requirements. Implementation of dust control measures along with BMPs included in the NPDES, SWPPP, and WQMP would reduce potential environmental effects. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

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

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

As previously stated, the Project or Alternate Project would include development of one and two building(s), respectively, and hardscapes that would increase the amount of impermeable surface covering on the Project site compared to existing conditions. These proposed improvements may cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff. The Project site is also bounded along the eastern border by the San Sevaine Flood Control Channel, and along the western border by the Etiwanda Creek Channel. Despite the nearby flood control infrastructure, the Project site is not located in a documented flood plain or floodway, nor is the Project within any special flood hazard areas.[14]

Per the Project's Drainage Study, on-site flows generated by the Project would surface flow through the site utilizing ribbon gutters, curb and gutters, and grate inlets. The Project would utilize subsurface storm drain systems that convey flows into the proposed underground CMP detention systems. Higher flows would bypass the underground system and drain into the existing 36-inch storm drain line in Napa Street that discharges into San Sevaine Channel. Any runoff that exceeds the system's capacity would be directed to an existing underground system and begin to discharge into a proposed 24-inch line that would connect the existing East Etiwanda Creek RCB culvert in Napa Street. The Project would construct the new storm drain facilities that would connect to the existing box culvert.

Further, the Project site contains a natural gradient slope downward to the south at a gradient of 2 percent, excluding the northwest plateau, northeast berm, and the southeast corner of the site. The southeast corner slopes gently to north at a gradient of 2.5 percent.[15] As stated in *Section 4.8.1*, floodwaters would likely flow into and along the main channel of the East Etiwanda Creek. According to FEMA's categorization, the Project site is not located within a documented flood plain or floodway or any special flood hazard areas. Therefore, impacts related to increasing rates of runoff would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

[14] Federal Emergency Management Agency (2016). *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=napa%20street#searchresultsanchor (Accessed September 2020)

[15] Southern California Geotechnical (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development North Side of Napa Street, East of Etiwanda Avenue*

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

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The existing Project site is comprised of largely vacant and undeveloped lands with asphaltic concrete driveways in the western portion of the site. Existing ground cover includes sparse to moderate native grass, weed growth, limited areas of debris and trash, limited areas of open-graded-gravel driveways, and exposed soils. All projects would be required to obtain a General Construction Permit. The General Construction Permit requires implementation of a SWPPP, which would include BMPs designed to protect the quality of storm water runoff. Preparation, implementation, and participation with both the NPDES General Permit and the General Construction Permit, including the SWPPP and BMPs, would reduce the potential for storm water flows, and any potential contaminants contained within those flows, to be conveyed off-site during construction of the Project. As a result, short-term construction-related impacts associated with creating or contributing to runoff and additional sources of polluted runoff would be less than significant. Development of the Project would increase the impermeable surfaces of the area through the development of the warehouse building(s) and hardscapes. This would likely lead to increased runoff as the stormwater is given a lower area for infiltration.

Per the Project's Drainage Study, on-site flows generated by the Project would surface flow through the site utilizing ribbon gutters, curb and gutters, and grate inlets. The Project would utilize subsurface storm drain systems that convey flows into the proposed underground CMP detention systems. Higher flows would bypass the underground system and drain into the existing 36-inch storm drain line in Napa Street that discharges into San Sevaine Channel. Any runoff that exceeds the system's capacity would be directed to an existing the underground system and begin to discharge into a proposed 24-inch line that would connect the existing East Etiwanda Creek RCB culvert in Napa Street. The Project would construct the new storm drain facilities that would connect to the existing box culvert.

In accordance with the NPDES, SWPPP, and WQMP required for the Project, BMPs would be implemented on-site to prevent runoff of sediment and pollutants entering the City's existing stormwater system. The Project would include new storm water drainage system facilities that would be engineered, designed, and installed to satisfy all water quality requirements. The Project would also be required to comply with any applicable Federal, State, or local regulations regarding stormwater quality. Impacts related to runoff exceeding the capacity of existing or planned stormwater drainage systems would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

iv) Impede or redirect flood flow?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

Refer to discussion in Impact 4.8-3(ii). While the Project site is bounded by the San Sevaine Flood Control Channel and the Etiwanda Creek Channel, the site is not located in a documented flood plain or floodway, nor is the site located within any special flood hazard areas.[16] The Project site is located in FEMA Zone X which are areas determined to be outside of the 0.2% annual chance floodplain. The Project site's natural gradient slope and FEMA's designation of East Etiwanda Creek as a profile baseline led to the anticipation that flood flows would occur along the main channel of the Etiwanda Creek Main Channel. Therefore, impacts related to flood flows would be less than significant impact, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.8-4 Would the proposed project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

Refer to discussion for Impact 4.8-3(ii). FEMA does not categorize the Project site as being located within a documented floodplain or floodway or any special flood hazard areas. The Project site is located in FEMA Zone X which are areas determined to be outside of the 0.2% annual chance floodplain. Therefore, the Project site is not located within a flood hazard zone.

Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is approximately 55 miles east of the Pacific Ocean and there are no nearby bodies of standing water. The nearest hydrological features to the Project site include East Etiwanda Creek and San Sevaine Flood Control Channel. No oceans, lakes, ponds, or partially closed standing body of water are found near the Project site. Tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water.

An analysis of hazards associated with the development of the Project are fully analyzed and discussed in *Section 4.7, Hazards and Hazardous Materials*. The analysis determined that the operation of the Project would be unlikely to result in the release of hazardous materials into the environment. This determination was primarily due to the limited amounts of hazardous materials which would be used at the Project site, mainly paints, cleaners, solvents, and fertilizers.

[16] Federal Emergency Management Agency (2016). *FEMA Flood Map Service Center: Search By Address.* Retrieved from: https://msc.fema.gov/portal/search?AddressQuery=napa%20street#searchresultsanchor (Accessed September 2020)

The Project is not within a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. Therefore, potential impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.8-5 Would the proposed project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Level of Significance: Less than Significant Impact

Construction and Operation

Project and Alternate Project

Refer to impact discussion 4.10-1, 4.10-3iii, and 4.10-4 for further discussion of groundwater management and WQMPs. The Project's Geotechnical Investigation found no evidence of groundwater at a level that would be affected at the Project site.[17] Further, the Project site is not within a groundwater replenishment zone such as a recharge basin or spreading ground.[18] The Project does not propose the modification of the existing East Etiwanda Creek Channel, or San Sevaine Flood Control Channel.

The City's Storm Water and Urban Runoff Management and Discharge Control Ordinance require the creation of a WQMP in order to identify BMPs to be used to minimize harmful stormwater pollutants and discharge. The WQMP would be effective through the life of the Project and amended as necessary throughout its duration. Like the WQMP, the SWPPP and NPDES permit would be subject to review periodically through the duration of the Project to ensure compliance and maximum mitigation. The Project would be required to comply with all other applicable Federal, State, and local regulations regarding water quality and/or groundwater maintenance.

In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed, which provides authority for agencies to develop and implement groundwater sustainability plans (GSP) or alternative plans that demonstrate water basins are being managed sustainably.[19] Under the SGMA, the Chino Basin is exempted from the requirement to form a Groundwater Sustainability Agency, since it is an adjudicated basin.

SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The latest basin prioritization project, SGMA 2019 Basin Prioritization, was completed in December 2019. SGMA 2019 Basin Prioritization identified 94 basins/sub-basins as medium or high priority. The Project

[17] Southern California Geotechnical (2020). *Geotechnical Investigation Proposed Commercial/Industrial Development North Side of Napa Street, East of Etiwanda Avenue*

[18] City of Rancho Cucamonga. (2010). *Rancho Cucamonga General Plan Figure RC-3: Water Resources*. Page RC-19. Rancho Cucamonga, CA: City of Rancho Cucamonga.

[19] State Water Resources Control Board. Sustainable Groundwater Management Act (SGMA). (2019). Retrieved from https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management.

site is located in a very low priority basin.[20] Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant in this regard, and no mitigation is required.

Mitigation Measures

No mitigation is required.

4.8.5 Cumulative Impacts

For purposes of hydrology and water quality, cumulative impacts are considered for projects located within Rancho Cucamonga; see *Table 4-1, Cumulative Projects List*, *Section 4.0, Environmental Impact Analysis*. As discussed above, all project impacts from hydrology and water quality would be less than significant in consideration of compliance with existing laws, ordinances, regulations, and standards.

Cumulative impacts related to hydrology and water quality would result from projects that combine to negatively impact existing hydrological features or reduce water quality. The potential for cumulative impacts to occur is limited due to the lack of hydrological features on-site and site-specific effects. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities (*Table 4-1*) also have potential impacts associated with hydrological effects, the environmental concerns associated with hydrology and water quality are typically site-specific. All future development within the area would be required to comply with all federal, state, and local statutes and regulations applicable to water quality. As such, the proposed Project would not result in cumulatively considerable impacts to or from hydrology and water quality.

[20] California Department of Water Resources. (2020). Basin Prioritization Dashboard. Retrieved from: https://gis.water.ca.gov/app/bp-dashboard/final/.

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4.9 LAND USE AND PLANNING (ANNEXATION)

This section of the Draft Environmental Impact Report (EIR) evaluates the potential land use and planning impacts associated with the development of the Project. This section discusses the Project's environmental setting, applicable federal, state, regional, local policies and regulation, and mitigation measures that would minimize potential impacts, if any are identified. In addition, the Project would include a General Plan Amendment (GPA), Annexation, Pre-zoning, Development Agreement, Design Review, Tentative Parcel Map (TPM), and Uniform Sign Program which are discussed further within this section. Baseline conditions were established between the Project site's existing conditions and potential impacts associated with the implementation of the Project. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

4.9.1 Environmental Setting

The Project is located on the eastern border of the City of Rancho Cucamonga (City). The Project site is bound by Burlington Northern Santa Fe (BNSF) Railway tracks to the north, the San Sevaine Channel to the east, Napa Street to the south, and East Etiwanda Creek channel to the west. The Project includes two contiguous parcels labeled with Assessor Parcel Numbers (APNs) 0229-291-54 and 0229-291-46. The Project includes the proposed annexation of parcel APN 0229-291-46, located within the County of San Bernardino (County) and within the City of Fontana Sphere of Influence (SOI). The request also includes the annexation of approximately .69 acre of the 61.88-acre parcel (APN 0229-291-23), located to the west (not a part of the development project) of the Project. The parcel is owned by Southern California Edison (SCE) and is a utility corridor and easement for overhead power lines. No development is proposed on the SCE parcel.

Existing Land Use and Zoning Designations

The Project would include the development of two warehouse buildings on a combined 34.61-acre (1,507,466 square feet [sf]) site along with parking, entrance, and landscaping improvements. The two proposed warehouse buildings would comprise approximately 43 percent of the total Project site area and include approximately 655,878 sf of building area. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces. Building A has a typical height of 46 feet and Building B has a typical height of 38 feet. The majority of the site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site, overhead powerlines, and a railroad easement.

The Alternate Project would include the development of a single building of approximately 500,648 sf of building area on a 34.61-acre (1,507,466 sf) site, along with parking, entrance, and landscaping improvements. Additional details regarding the Project and Alternate Project are included in *Section 3.0, Project Description*.

General Plan Designation

The Rancho Cucamonga General Plan (RCGP) designation for parcel 0229-291-54, located in the City of Rancho Cucamonga is designated as Heavy Industrial (HI) and is within the Industrial Area Specific Plan. Additionally, the western edge (approximately 50 feet) of the Project site is designated as Flood Control/Utility Corridor. According to the City of Rancho Cucamonga 2010 General Plan (Figure CS-1, Figure RC-1, and Figure PF-1) a floating Park designation is identified and located generally over the Project site. The San Bernardino County General Plan designation for parcel 0229-291-46, located in San Bernardino County is General Industrial (GI) and is designated in the City of Fontana General Plan as General Industrial (I-G). The San Bernardino County General Plan designation for parcel 0229-291-23 (not a part of the development project and therefore analyzed in this EIR for annexation only), located in San Bernardino County is General Industrial (GI) and is designated in the City of Fontana General Plan as Public Utility (P-UC).

Zoning Classification

The Zoning classification for parcel 0229-291-54, located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI). The Zoning classification for parcel 0229-291-46, located in the County of San Bernardino is Regional Industrial (IR) and is classified General Industrial (M-2) in the City of Fontana. The Zoning classification for parcel 0229-291-23 (not a part of the development project and therefore analyzed in this EIR for annexation only), located in San Bernardino County is Regional Industrial (IR) and is classified General Industrial (M-2) in the City of Fontana.

Table 4.9-1, Existing Land Use Designations and Zoning Classifications summarizes the land use and zoning designations for each parcel on the Project site. The Project would require a GPA, Annexation, and Pre-zoning (refer to discussion below).

Table 4.9-1: Existing Land Use Designations and Zoning Classifications

APN	Land Use Designation	Zoning Classification
0229-291-54 Rancho Cucamonga	Heavy Industrial (HI) and Flood Control/Utility Corridor	Heavy Industrial (HI)
0229-291-46 San Bernardino/City of Fontana Sphere of Influence (SOI)	General Industrial (GI)	General Industrial (GI)
	General Industrial (I-G)	General Industrial (M-2)
Sources: https://www.cityofrc.us/everything-we-do/general-plan-map ; https://www.arcgis.com/apps/webappviewer/index.html?id=87e70bb9b6994559ba7512792588d57a; https://www.fontana.org/DocumentCenter/View/28163/General-Plan-Land-Use-Map---September-10-2019?bidId=; https://www.fontana.org/DocumentCenter/View/30623/Zoning-District-Map; https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=7a1b248dd5fd4bc98bc0f9964a61c755; http://countywideplan.com/wp-content/uploads/2021/01/LU-Merged-Maps-201027_adopted.pdf.		

Surrounding Land Uses

The Project site is surrounded by Heavy Industrial (HI) uses to the north and west, within the City of Rancho Cucamonga. Adjacent properties to the immediate south and east are designated for Regional Industrial (IR) uses within the County of San Bernardino and General Industrial (I-G) and Open Space (OS-N) within the City of Fontana's SOI. The BNSF railway and Metrolink line is directly north of the Project

site. The site is bordered to the west by the East Etiwanda Creek and a Southern California Edison overhead utility corridor/easement and to the east by San Sevaine Channel.

Annexation

The Project is requesting an annexation that include the annexation and boundary amendment/Sphere of Influence (SOI) amendment of two parcels (or a portion thereof) and the half width right of way of Napa Street into the City of Rancho Cucamonga city limits. Annexation would require approval by the San Bernardino County Local Agency Formation Commission (LAFCO). LAFCO will consider the annexation of the subject parcels as described, the reduction of the City of Fontana's SOI by 4.8 acres and the expansion of the City of Rancho Cucamonga's city boundary by 4.8 acres. A full discussion of the annexation is provided in *Section 3.0, Project Description*.

Development Agreement

The Project includes a Development Agreement, which would confirm (1): the development will apply to the development standards existing at the time of the project application, (2) confirm the required off-site improvements or payment of in lieu fees, and (3) confirm an in-lieu payment in lieu of undergrounding transmission poles. The Development Agreement would not result in physical impacts but would confirm development of the Project or the Alternative Project under the current City of Rancho Cucamonga development standards and the construction or payment of required fees for the construction of off-site improvements as described in *Section 4.11 Transportation*.

4.9.2 Regulatory Setting

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments. Generally, SCAG develops long-range regional transportation plans including sustainable communities' strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality management plans. SCAG also developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment (not applicable for this Project), and the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal).

SCAG Regional Comprehensive Plan

SCAG's 2008 Regional Comprehensive Plan (RCP) a major advisory plan prepared by SCAG that addresses important regional issues such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. The RCP presents a vision of how southern California can balance resource conservation, economic

vitality, and quality of life. The RCP identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure our progress toward a more sustainable region.[1]

Local Agency Formation Commission for County of San Bernardino

The LAFCO was created to discourage urban sprawl and encourage the orderly formation and development of local government agencies. There is a LAFCO in each county in California. One of the LAFCO's roles is its regulatory function. By law, any proposal to add land to a city or special district (annexation), create a new city or special district (incorporation or formation), remove land from a city or special district (detachment), consolidate, merge, or dissolve cities or special districts must be reviewed and approved by the LAFCO. In its regulatory function, LAFCO review of a proposal generally focuses on the following issues:

- Boundaries: the proposed service boundaries should make sense and represent a logical and recognizable area within which service can be provided.
- Financial Effects: The financial implication of the proposal on local governments and landowners within the study should be reviewed
- Service Effects: The range and levels of the service that will be provided if the proposal is successful should be addressed.
- Environmental Effects: The Possible environmental consequences of a proposal should be reviewed.

The goals of LAFCO are to encourage orderly growth; promoted logical and orderly service boundaries for cities and special districts; discourage premature conversion of prime agricultural lands to urban uses; and to promote efficient and effective service delivery for cities and special districts.

San Bernardino Countywide Plan

The County of San Bernardino (County) adopted a new general plan in the form of a new Countywide Plan. The Countywide Plan expanded the scope of a general plan beyond land use planning to include other services provided by County government. Supportive services, healthcare, public safety, and other services provided to both incorporated and unincorporated areas of the County are discussed in the new plan. The new plan was adopted on October 27, 2020.[2]

Local

City of Fontana General Plan Update 2015-2035

The Fontana GP was recently updated in November 2018 and covers a broad range of topics in 16 chapters, including goals, policies, and actions on all aspects of community life, affecting future physical development. The Fontana GP is the guiding document that provides residents, elected officials, business owners, and other stakeholders with direction on how to meet the needs of a growing city and provides a greater quality of life for its current and future residents. The Fontana GP contains the following

[1] Southern California Association of Governments. (2020). *Regional Comprehensive Plan*. Accessed August 1, 2020. Available at http://www.scag.ca.gov/NewsAndMedia/Pages/RegionalComprehensivePlan.aspx

[2] County of San Bernardino. (2020). *Countywide Plan.* San Bernardino, CA: County of San Bernardino, Accessed January 27, 2021

chapters: Community and Neighborhood; Housing; Building a Healthier Fontana; Conservation, Open Space, Parks and Trails; Public and Community Services; Community Mobility and Circulation; Infrastructure and Green Systems; Noise and Safety; Sustainability and Resilience; Economy, Education and Workforce Development; and Land Use, Zoning, and Urban Design.

City of Fontana General Plan Land Use Designations

The Fontana GP also provides guidance based on land use designations for certain areas. The land use designations guide development in terms of planning and maps locations where particular uses such as residential, commercial, and industrial uses, etc., would be best suited. In part, this determination is based on existing landscape, proximity to transit, the overall desired development pattern of the City, as well as anticipated changes within the community and evolving development standards. The Project includes changes to the existing land use designations for the parcels that are currently within the City of Fontana Sphere of Influence (SOI).

City of Fontana Zoning and Development Code

The City's zoning and development code is found in the City of Fontana Municipal Code (Municipal Code) Chapter 30, Zoning and Development Code (Development Code), which carries out the City's General Plan policies by regulating development and land uses within Fontana.

City of Fontana Section No. 30-234 Industrial Zoning Districts

The City of Fontana Development Code Article VII, Industrial Zoning Districts, establishes development policies, use regulations, development standards, performance standards, and design guidelines specific to industrial development. The industrial zoning districts are established to create opportunities for a wide range of industrial operations to conduct business in the City, thereby building a strong economic base and providing employment opportunities for residents.

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan (2010) is the comprehensive planning document that acts as the City's blueprint for the present and future development of the City of Rancho Cucamonga, which includes the Project. The General Plan contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. The General Plan establishes policies for the orderly growth and development of the City of Rancho Cucamonga. Among other purposes, the General Plan also defines how the City shall maintain economic sustainability, meet transportation and mobility needs, protect limited natural and historical resources, and enhance the cultural assets within the City. The Plan looks at all aspects of our built environment and natural resources, with the overarching goal of maintaining and enhancing the health of Rancho Cucamonga and its residents.[3]

The City of Rancho Cucamonga General Plan contains the following chapters (or elements) pursuant to State-mandated elements required for a General Plan: Managing Land Use, Community Design, and Historic Resources; Community Mobility; Economic Development; Community Services; Resource Conservation; Public Facilities and Infrastructure; Public Health and Safety; and Housing.

[3] City of Rancho Cucamonga. (2010) *Rancho Cucamonga General Plan – Page I-2.* Accessed August 1. 2020.

- **Managing Land Use, Community Design, and Historic Resources.** The Managing Land Use, Community Design, and Historic Resources Chapter sets goals and policies that aims to preserve and protects the stable residential neighborhoods, diverse commercial and industrial development, extensive parks and recreational facilities, and high-quality community amenities that can be attributed to the City's long-standing commitment to land use planning and urban design, while promoting opportunities for economic development, high-quality local job growth, and fiscal sustainability. The Land Use Map (Figure LU-2) depicts the City's vision for how residential, commercial, industrial, open space, and public facility uses would occur in the city limits. Furthermore, the element provides an extensive description of each land use designations, focus areas, and specific plans with the City. As discussed above, the Project site is with the Industrial Area Specific Plan.
- **Community Mobility.** The Community Mobility Chapter provides the framework for decisions concerning for all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community. The Community Mobility Chapter defines a multi-modal, safe, and efficient circulation system that is intended to minimize local traffic congestion, encourage increased transit use, respond to local business needs, and facilitate coordination toward achieving regional mobility goals.
- **Economic Development.** The Economic Development Chapter seeks to provide a sound financial foundation for the provision of quality public services. This chapter identifies the need for redevelopment and investment at an effort to improve and diversity the City's local economy.
- **Community Services.** The City's Community Services Chapter aims to contribute significantly to the quality of life of its' residents by providing a range of public services that are integral to providing a high quality of life for Rancho Cucamonga's residents. The Community Services Chapter includes goals, policies, and actions that address community services, such as parks and recreation facilities, and human services, such as family resource centers, and comprehensive community service programs.
- **Resource Conservation.** The Resource Conservation Chapter focuses on preserving, protecting, conserving, re-using, replenishing, and efficiently using Rancho Cucamonga's limited natural resources that include water, open space, sensitive habitat, agricultural lands plus flora and fauna. This Chapter also includes discussion about the management of energy resources and green building opportunities as they relate to quality of life and sustainability issues.
- **Public Facilities and Infrastructure.** The Public Facilities and Infrastructure Chapter addresses the following infrastructure needed to support the land use plan and long-term community needs: water storage and distribution, wastewater treatment, storm drainage, and solid waste disposal. In addition, this Chapter focuses on public facilities that support community educational, cultural, and civic pursuits, such as schools and libraries. Well-designed and well-maintained public facilities and infrastructure are necessary to support future growth in the City and enable lifelong learning and enrichment opportunities to maintain our quality of life.
- **Public Health and Safety.** The Public Health and Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that may pose a risk to life and property in Rancho Cucamonga.

- **Housing.** The Housing Chapter, also referred to as the Housing Element, is intended to provide residents of the community and local government officials with a greater understanding of housing needs in Rancho Cucamonga, and to provide guidance to the decision-making process in all matters related to housing. The document analyzes existing and future housing needs, develops a problem-solving strategy, and provides a course of action towards achieving Rancho Cucamonga's housing goal.

Goals and policies applicable to the Project are identified in *Table 4.9-3: Rancho Cucamonga General Plan Consistency*.

Rancho Cucamonga Municipal Code – Title 17 Development Code[4]

The purpose and intent of Title 17, Development Code of the Rancho Cucamonga Municipal Code is to provide standards and guidelines to protect and promote the public health, safety, morals, comfort, convenience, and welfare, and more particularly to (1) Implement the goals and objectives of the general plan and to guide and manage the future growth of the City in accordance with such plan; (2) Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the City to assure its orderly and beneficial development; (3) Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements; and (4) Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

4.9.3 Standards of Significance

The following significance criteria for land use were derived from the Environmental Checklist in the State CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Physically divide an established community; or
- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.9.4 Project Impacts and Mitigation

Impact 4.9-1: Would the Project physically divide an established community?

Level of Significance: No impact

Construction and Operations

Project and Alternate Project

Projects that are typically considered to have the potential to divide an established community include the construction of new freeways, highways, or roads, or other uses that physically separate an existing or established neighborhood. The Project and Alternate Project does not include construction of structures or other improvements that would be located between existing neighborhoods. Therefore, the

[4] City of Rancho Cucamonga. (2019) *Title 17 Development Code – Section 17.02.010 Purpose and Intent.* Accessed August 1, 2020

Project would not physically divide or separate neighborhoods within an established community by providing community space.

The Project site is located on an undeveloped lot in the southeast portion of the City in a Heavy Industrial development area. The site is surrounded by existing development but would not physically divide an established community. There are no existing residential uses and no communities on the site. The site is bordered on the east by the San Sevaine Channel, to the north the Metrolink rail line and development and to the west the East Etiwanda Creek and a 425-foot wide SCE public utility corridor.

Construction of the Project site would require temporary grading and excavation following by building of the warehouse, parking lot, utility extension, installation of landscaping, etc. The Project and Alternate Project would build a new north/south public road that will increase future connectivity to the properties to the north. All work would be contained to the Project site, but it is anticipated occasional truck traffic needed for deliveries of materials and hauling of construction debris to and from the site would be required. Similarly, operation of the warehouse, with the exception of vehicle traffic, would be contained to the site.

Additionally, the site is not located near an established community and does not propose a significant alteration of roadways that would disrupt residential uses to the north. The Project does not require or propose improvements to a highway or above-ground infrastructure that would preclude or impede movement through the Project site or that which would cause permanent disruption to the existing physical arrangement of the surrounding community. While new development and improvements would occur, implementation of the Project or Alternate Project would not physically divide an established community. Therefore, no impact associated with physically dividing an established community would occur.

Mitigation Measures

No mitigation is required.

Impact 4.9-2: Would the Project cause a significant environmental impact due to a conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Level of Significance: Less than significant impact

CEQA requires that an EIR consider whether a Project may conflict with any applicable land use plan, policy, or regulation (including, but not limited to the general plan, specific plan, or zoning ordinance) that was adopted for the purpose of avoiding or mitigating an environmental effect. This environmental determination differs from the larger policy determination of whether a proposed Project is consistent with a jurisdiction's general plan. The broader General Plan consistency determination takes into account all evidence in the record concerning the Project characteristics, its desirability, as well as its economic, social, and other non-environmental effects. Regarding plan or policy consistency, a Project is evaluated in terms of whether the proposed site plan, design features, and/or development at this location would substantially impede implementation of an adopted plan or policy. The mere fact that a Project may be inconsistent in some manner with particular policies in a general plan or zoning ordinance does not, per se, amount to a significant environmental effect. In the context of land use and planning, significant

impacts occur when a conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project results in an adverse physical environmental impact.

Construction and Operations

Project and Alternate Project

SCAG 2020-2045 RTP/SCS Strategies

Due to the comprehensive nature of the listed SCAG planning document, the Project site has been designed to be compatible with the strategies proposed by SCAG in their 2020-2045 RTP/SCS. These strategies were a collaborative effort between SCAG and local agencies with the intention of not only managing regional growth, but also maximizing ecological health. *Table 4.9-2, Project Compatibility with SCAG 2020-2045 RTP/SCS Strategies* below describes the Project's compatibility with the land use strategies proposed in SCAG's 2020 amendment of the RTP/SCS. Due to the Project's consistency with SCAG's 2020 RTP/SCS Land Use strategies, no significant impact is expected in this regard.

Table 4.9-2: Project Compatibility with SCAG 2020-2045 RTP/SCS Strategies

RTP/SCS Strategies [1]	Project Compatibility
Encourage regional economic prosperity and global competitiveness	**Consistent:** The City has recently been voted an All American City and is building their identity as a City where people can live work and play. Rancho Cucamonga promotes a strong and viable local economy that balances the economic, environmental, sustainability and social needs of the city. The City partners with major employers to connect the community to local jobs and encourage employees to live in Rancho Cucamonga. They are putting forth business-friendly policies to help small businesses and start-ups thrive through local business retention programs and the Economic Development Programs. The Project would be responsive to these goals by creating new warehousing or E-commerce facilities that will create jobs and reduce trips for goods movement.
Improve mobility, accessibility, reliability and travel safety for people and goods	**Consistent:** Development of the Project site would help connect people and employment by providing safe and efficient roads, access, and buildings, including pedestrian improvements, while continuing to provide well-maintained streets. The Project would improve the roads on Napa Street and construct new roads to connect future development to the north. Additionally, the future use of the warehouse or E-Commerce facilities would further promote the goals of the goods movement as they would be a direct supplier of goods to the region reducing long-range trips. See *Section 4.11, Transportation*.
Enhance the preservation, security, and resilience of the regional transportation system	**Consistent:** Development of the Project site would help connect people and employment by providing safe and efficient roads, access, and buildings, including pedestrian improvements, while continuing to provide well-maintained streets. The Project would improve the roads on Napa Street and construct new roads to connect future development to the north. Additionally, the future use of the warehouse or E-Commerce facilities would further promote the goals of the goods movement as they would be a direct supplier of goods to the region reducing long-range trips. See *Section 4.11, Transportation*.

RTP/SCS Strategies [1]	Project Compatibility
Increase person and good movement and travel choices within the transportation system	**Consistent:** Development of the Project site would help connect people and employment by providing safe and efficient roads, access, and buildings, including pedestrian improvements, while continuing to provide well-maintained streets. The end-users of the warehouse or E-Commerce facilities would further promote the goals of the goods movement as they would be a direct supplier of goods to the region reducing long-range trips. See *Section 4.11, Transportation*.
Reduce greenhouse gas emissions and improve air quality	**Consistent:** As a part of the City's Sustainability Action Plan, an adoption of GHG reduction strategy, the City adopted sustainability policies, that are committed to pursuing sustainability and resilience by making resource-efficient choices to conserve water, energy, and materials, and improve air quality. Development of the Project site would be consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc. See *Section 4.1, Air Quality*, *Section 4.6, Greenhouse Gas Emissions*, and *Section 4.11, Transportation*.
Support healthy and equitable communities	**Consistent:** The Project is consistent with the Heavy Industrial district and the development standards. The Project would be constructed to current building codes, state and Federal requirements including Green Building Standards.
Adapt to a changing climate and support an integrated regional development pattern and transportation network	**Consistent:** The Project and Alternate Project would construct new roads, infrastructure, and buildings to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc. See *Section 4.1, Air Quality*, *Section 4.6, Greenhouse Gas Emissions*, and *Section 4.11, Transportation*.
Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent:** The Project and Alternate Project would construct new roads, infrastructure, and buildings to support uses consistent with the 2020-2045 RTP/SCS and consistent with current building codes, state and Federal requirements including Green Building Standards. This includes EV Parking spaces, energy-efficient buildings, and use of construction and grading equipment that complies with current AQ standards, etc. See *Section 4.1, Air Quality*, *Section 4.6, Greenhouse Gas Emissions*, and *Section 4.11, Transportation*.
Encourage development of diverse housing types in areas that are supported by multiple transportation options	**Not Applicable:** The Project site has a General Plan and Zoning designation for Heavy Industrial (HI). No residential is proposed nor would be permitted under the existing land use designation.
Promote conservation of natural and agricultural lands and restoration of habitats	**Not Applicable:** The Project site is located within an existing urban area designated for Heavy Industrial development. There are no designated agricultural lands or farmlands in the area or habitat restoration areas. As a result, industrial development is permitted for this property.

Source: 2020-2045 SCAG RTP/SCS. (2020). *Performance Measures*. Accessible at https://www.connectsocal.org/Pages/Connect-SoCal-Final-Plan.aspx.

General Plan and Zoning Consistency Analysis

The Project and Alternate Project has been designed to be compliant with applicable land use and zoning designations set forth within the Rancho Cucamonga General Plan and Rancho Cucamonga Municipal Code. A summary of the Project's consistency with applicable land use and planning goals and policies of the City's General Plan is located below in *Table 4.9-3: Rancho Cucamonga General Plan Consistency*.

Project implementation would require a GPA, Pre-zone, and Annexation in accordance with San Bernardino LAFCO requirements for the proposed annexation. As discussed above, the GPA would designate the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial land use, consistent with the Heavy Industrial land use designation to the north within the City of Rancho Cucamonga limits. As discussed above, the proposed Pre-zone would designate a portion of parcel 0229-291-23 and all of parcel 0229-291-46 as HI zoning designation consistent with the HI zoning to the north within the City of Rancho Cucamonga limits.

Upon approval of the annexation of a portion of parcel 0229-291-23 and of parcel 0229-291-46, Pre-zoning, and GPA, the Project would be consistent with the land uses and zoning designations set by the City's General Plan and Municipal Code.

The GPA would also address necessary amendments associated with the Project. The western edge (approximately 50 feet) of parcel 0229-291-54 is designated as Flood Control/Utility Corridor. The GPA would amend this designation for parcel 0229-291-54 to HI consistent with the HI designation on the remainder of the parcel. Furthermore, according to the City of Rancho Cucamonga 2010 General Plan (Figure CS-1, Figure RC-1, and Figure PF-1) a floating Park designation is identified and located generally in the Project site vicinity. The General Plan identifies a Floating Park and Special Use Facilities as floating until final locations are determined. The GPA for the Project would remove this designation from the Community Service Element of the City's General Plan Figures and associated text.

Table 4.9-3: Rancho Cucamonga General Plan Consistency-Project and Alternative Project

General Plan Policy	Project Consistency
LAND USE GOALS AND POLICIES	
Goal LU-2: Facilitate sustainable and attractive infill development that complements surrounding neighborhoods and is accessible to pedestrians, bicycles, transit, and automobiles.	
Policy LU-2.2: Require new infill development to be designed for pedestrians and automobiles equally, and to provide connections to transit and bicycle facilities.	**Consistent**: Refer to *Section 4.11, Transportation*. The Project and Alternate Project design would be adequately designed for the efficient ingress and egress of automotive vehicles (e.g., trucks, employee vehicles etc.) and provide safe access to the proposed buildings via Napa Street.
Policy LU-2.3: Provide direct pedestrian connections between development projects where possible.	**Consistent:** Refer to Policy LU-2.2. Pedestrian access is already provided via Napa Street. Project and Alternate Project implementation would further improve existing street conditions and be redesigned pursuant to City Municipal Code Standards and at the discretion of City staff.
Policy LU-2.5: Facilitate effective use of land constrained by challenging parcel sizes and dimensions and encourage consolidation of parcels to provide greater development flexibility.	**Consistent:** Approval of the TPM and annexation would consolidate two existing parcels APN 0229-291-54 (approximately 32.83 acres) and 0229-291-46 (approximately 2.9 acres) to create two new parcels for the development Project.

General Plan Policy	Project Consistency
Goal LU-3: Encourage sustainable development patterns that link transportation improvements and planned growth, create a healthy balance of jobs and housing, and protect the natural environment.	
Policy LU-3.1: Encourage the creation and maintenance of regional employment, cultural and retail destinations, as well as a full range of amenities and services to support residents of Rancho Cucamonga.	**Consistent:** Development of the Project and Alternate Project would increase job opportunities which would consequently encourage the City's economic growth.
Policy LU-3.2: Encourage a mix of retail, service, industrial and manufacturing, and professional uses that creates diverse, well-paying employment opportunities.	**Consistent:** See Policy LU-3.1. The Project and Alternate Project would provide additional job opportunities within the Industrial area, thus contributing to the City's economic growth and well-being for its residents.
Policy LU-3.4: Promote development that is sustainable in its use of land and that limits impacts to natural resources, energy, and air and water quality.	**Consistent:** See *Section 4.2, Biological Resources*; *Section 4.4, Energy*; and *Section 4.8, Hydrology and Water Resources*. No significant and unavoidable impacts were identified. Impact were found to be: no impact, less than significant impact; or less than significant impact with mitigation incorporated.
Policy LU-3.5: Work toward a sustainable jobs-housing balance by accommodating a range and balance of land uses within Rancho Cucamonga.	**Consistent:** See Policy LU-3.1 and Policy LU-3.2 above.
Policy LU-3.7: Encourage new development projects to build on vacant infill sites within a built-out area, and/or redevelop previously developed properties that are underutilized.	**Consistent:** The Project and Alternate Project would be built on a vacant, infill site within a built-out area. The proposed Project includes the development of two warehouse buildings (or one E-Commerce building under the Alternate Project) on a combined 34.61-acre (1,507,466 square feet [sf]) site along with parking, entrance, and landscaping improvements on a vacant and recently disturbed site.
Goal LU-10: Encourage sustainable landscaping and streetscape design.	
Policy LU-10.3: Promote low water usage and emphasize fire-safe defensible space.	**Consistent:** The Project and Alternate Project would promote drought-tolerant landscaping. The Project is not located within a Wildland Urban Interface (WUI) and therefore is not required to comply with California Government Code Section 51182 which requires buildings within these areas (WUIs) to provide defensible space.
Goal LU-16: Protect historic resources.	
Policy LU-16.1: Incorporate historic preservation principles into the City's project review process.	**Consistent:** A Cultural Resource Assessment (CRA)(PaleoWest 2021, EIR *Appendix C*) was conducted for the Project and Alternate Project which included the evaluation for the presence of historic resources on the Project site. The CRA made a finding of no impact to historical resources under CEQA. See the CRA in Appendix C and *Section 4.3, Cultural Resources* for detailed information.
COMMUNITY MOBILITY GOALS AND POLICIES	
Goal CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.	

General Plan Policy	Project Consistency
Policy CM-2.1: Facilitate bicycling and walking Citywide.	**Consistent.** The Project and Alternate Project Project will provide the required improvements and transit amenities including necessary bus facilities, bike facilities and shade structures as appropriate.
Policy CM-2.2: Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development long major transit corridors**.**	**Consistent.** Refer to the rest of Impact 4.11-1 that discusses the Project and Alternate Project's impacts on the City's existing traffic and circulation system. It is not anticipated for the Project to create a significant impact to the existing transportation and public transit system and would construct improvements or fair share contributions to help minimize impacts to the intersections discussed above. The Project provides amenities including 7-foot wide sidewalks, off-street bicycle parking, necessary bus facilities, and shade structures as appropriate.
Policy CM-2.3: Support the use of hybrid, electric, and low/zero emission vehicles.	**Consistent.** The Project would provide 38 clean air vehicle parking stalls. Clean air vehicle conduit for future electric vehicle (EV) parking would also be provided at 30 stalls. The clean air vehicle stalls would directly abut each building's frontage and be located closest to the main entrances, along with handicap parking. See *Figure 3-6* for the Project site plan. Under the Alternate Project, the Project would provide 29 clean air vehicle parking stalls. Clean air vehicle conduit for future electric vehicle (EV) parking would also be provided at 30 stalls. The clean air vehicle stalls would directly abut the building's frontage and be located closest to the main entrance, along with handicap parking. See *Figure 3-7* for the Alternate Project site plan.
Policy CM-2.5: Establish priority parking locations for hybrid, electric, and low/zero-emission, and alternative fuel vehicles.	
Policy CM-2.6: Accommodate charging and fueling station for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.	
Policy CM-2.7: Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.	**Consistent.** The Project and Alternate Project is designed on a speculative basis and the future occupant(s) are unknown at this time. Prior to issuance of permits for tenant improvements, in the event that development results in 100 or more employees (per building or per tenant/company), a TDM will be required.
Goal CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.	
Policy CM-3.6: In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.	
Policy CM -3.7: Continue to develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes, and bike streets to provide connections between neighborhoods, schools, parks, civic center/facilities, recreational facilities, and major commercial centers.	**Consistent.** The Project and Alternate Project would not impact proposed off-street bike paths or trail systems as identified on Figure CM-7 and CS-3 as all development would be constructed on-site and off-site improvements would be constructed consistent with City requirements. Additionally, the Project will not impact the future buildout of the San Sevaine Trail that generally runs down the San Sevaine channel located east of the Project site (San Sevaine Trail Connectivity Plan 2015). The Project will improve the Project site and will not block access to the trail or future construction of trail improvements.

General Plan Policy	Project Consistency
Policy CM-3.10: Continue to complete the installation of sidewalks and require new development to provide sidewalks.	**Consistent.** 7-foot wide sidewalks are currently provided and would continue to be provided along the Project site frontage of westbound Napa Street. Pedestrian connections would be provided between the Napa Street sidewalks and building entrances. Sidewalks are also proposed along the north- and southbound sides of the street proposed along the Project site's western border.
Policy CM-3.12: Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.	
Goal CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.	
Policy CM-5.1: Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.	**Consistent.** See *Section 4.11, Transportation*. Also see *Appendix H* for the Traffic Impact Analysis and CEQA Transportation Impact Analysis for the Project and Alternate Project. The Project would provide installation of improvements and/or fair share contributions to the intersections listed under **Impact 4.11-1** to help improve the intersections to satisfactory levels of service.
Policy CM-5.2: Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.	
Policy CM-5.3: Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.	**Consistent.** The Project and Alternate Project is not located adjacent any transit facilities. The Project site does not include transit amenities as listed in the Policy but would be accessible by the proposed bicycle facilities near the Project area and would not conflict with the Rancho Cucamonga Transit Plan. In regard to the San Sevaine Trail Project that traverses the City of Fontana and the City of Rancho Cucamonga, the Sevaine Trail would pass adjacently to the Project towards the west according to the IS/MND for the San Sevaine Trail. The Project would be designed with its appropriate infrastructure that would not conflict with the Project Site. The Project would provide a setback from the Sevaine Channel that would avoid direct impacts to the proposed trail. The Project would provide installation of improvements or/and fair share contribution that would improve levels of services to Napa Street and is not required to pay additional fees to the crossing of Napa Street since the TIA did not deem it unsatisfactory. Furthermore, the Project under CEQA is not required to take LOS into account when determining the Project's Significance. Therefore, VMT levels would not increase significantly with Project implementation and several intersections would be improved with off-site impacts via a fair share contribution. The Project would be consistent with this policy.
Policy CM-5.4: Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on-site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City	**Consistent**. The Project and Alternate Project would provide sidewalks along the site's westbound Napa Street frontage. Pedestrian connections would be provided between sidewalks and building entrances. Off-street bicycle parking would also be provided (28 bicycle spaces under the Project and 19 spaces under the Alternate Project). The Project site would be accessible by the proposed bicycle facilities near the Project area and would not conflict with the Rancho

General Plan Policy	Project Consistency
would encourage such developments to provide bicycle facilities including showers and changing rooms.	Cucamonga Transit Plan. In regard to the San Sevaine Trail Project that traverses the City of Fontana and the City of Rancho Cucamonga, the Sevaine Trail would pass adjacently to the Project towards the west. According to the IS/MND for the San Sevaine Trail, the Project would be designed with its appropriate infrastructure that would not conflict with the Project Site. The Project would provide a setback from the Sevaine Channel that would avoid direct impacts to the proposed trail.
RESOURCE CONSERVATION GOALS AND POLICIES	
Goal RC-2: Provide adequate, reliable, and sustainable water supplies to the community.	
Policy RC-2.4: Promote the protection of natural stream courses from erosion and from polluted urban runoff.	**Consistent**. East Etiwanda Creek is located adjacent, outside the Project's western property boundary. The area would be fenced and/or protected in place such that no impact to the channel occurs. East Etiwanda Creek would not be impacted by the Project. However, BMPs would be in place to treat polluted urban runoff. San Sevaine Channel is located adjacent, outside the Project's eastern property boundary. However, the channel is a concrete-lined, modified stream course and not a natural stream course.
Goal RC-3: Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.	
Policy RC-3.1: Require the use of cost-effective methods to conserve water in new developments, and promote appropriate water conservation and efficiency measures for existing businesses and residences.	**Consistent:** The Project and Alternate Project would promote drought-tolerant landscaping. According to the Conceptual Landscape Plan, the Project and Alternate Project proposed trees, shrubs, vines, and ground cover and shrub masses would have low water needs. The Project and Alternate Project would be equipped with a low flow irrigation system consisting of ET Weather Based Smart Controller, low flow rotors, bubbler and/or drip systems used throughout. The irrigation water efficiency would meet or surpass the current state-mandated AB 1881 Water Ordinance.
Goal RC-4: Encourage the use of energy resources that are efficiently expended and obtained from diverse and sustainable sources to minimize greenhouse gas and other air emissions.	
Policy RC-4.1: Pursue efforts to reduce energy consumption through appropriate energy conservation and efficiency measures throughout all segments of the community.	**Consistent**. The Project and Alternate Project would promote efforts to reduce energy consumption through energy conservation and efficiency measures such as the use of LED lighting; lighting controls including timers and occupancy sensors; regularly changing or cleaning HVAC filters during peak cooling or heating season; and the incorporation of clean air vehicle conduit for future EV parking.

General Plan Policy	Project Consistency
Goal RC-6: Encourage and support green buildings in Rancho Cucamonga.	
Policy RC-6.2: Encourage green practices for new and existing buildings throughout the community.	**Consistent**. The Project and Alternate Project would promote green practices and design, including but not limited to, using light-colored roofing and building materials; placing evergreen and screen trees throughout the Project site; the use of LED lighting; and the incorporation of clean air vehicle conduit for future EV parking.
Policy RC-6.3: Promote energy-efficient design features, including but not limited to, appropriate site orientation, use of light-colored roofing and building materials, and use of deciduous trees and windbreak trees to reduce fuel consumption for heating and cooling beyond the minimum requirements of Title 24 State Energy Codes.	
Policy RC-6.4: Promote green practices and the use of energy-saving designs and devices for new and existing buildings throughout the community. Consult with energy providers such as Southern California Edison, Southern California Gas, the Rancho Cucamonga Municipal Utility, and others to establish and coordinate energy efficiency programs that promote energy-efficient design in all projects and assist residential, commercial, and industrial users.	
Goal RC-8: Protect wildlife habitats that support various plants, mammals, and other wildlife species.	
Policy RC-8.1: Preserve the integrity of riparian habitat areas, creek corridors, Riversidian Alluvial Fan Sage Scrub, bogs, and sensitive wildlife habitat that supports biological resources.	**Consistent**. East Etiwanda Creek is located adjacent, outside the Project's western property boundary. The area would be fenced and/or protected in place such that no impact to the channel occurs. East Etiwanda Creek and its associated riparian habitat would not be impacted by the Project. See *Section 4.2, Biological Resources* for further evaluation.
PUBLIC HEALTH AND SAFETY GOALS AND POLICIES	
Goal PS-3: Protect City residents, businesses, and employees from the potential hazards associated with the use, storage, transport, and disposal of hazardous materials in and through Rancho Cucamonga.	
Policy PS-3.2: Identify and regulate businesses that handle hazardous materials in Rancho Cucamonga.	**Consistent**. While the Project and Alternate Project building(s) occupant(s) are not known at this time, the routine transport, use, and disposal of hazardous materials during construction and operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure Project construction and operations would not create a significant hazard.
Goal PS-5: Minimize the potential damage to structures and loss of life that may result from earthquakes and other seismic hazards.	
Policy PS-5.1: Require geological and geotechnical investigations in areas of potential seismic or geologic hazards as part of the environmental and developmental review process for all structures proposed for human occupancy.	**Consistent**. A geotechnical investigation was conducted for the Project and Alternate Project (see *Appendix D*). According to Figure PS-2: Fault Hazards of the City's GP, the Project site is not located in a fault hazard zone/area. According to Figure P-3: Geotechnical Hazards, the Project site is located in an area with potential for regional seismic settlement but is not located within a landslide or liquefaction hazard area.
Policy PS-5.5: Continue to incorporate the most recent seismic safety practices into City codes and project review processes.	

General Plan Policy	Project Consistency
Policy PS-5.6: During the environmental and developmental review process, promote alternative project designs that incorporate low-intensity land uses in areas determined to have significant seismic or geologic constraints.	According to the geotechnical investigation, the possibility of significant fault rupture on the site is considered to be low. The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low. Construction of the Project site would be in compliance with the then current California Building Code and City of Rancho Cucamonga Municipal Code, Title 15 – Buildings and Construction
Goal PS-13: Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses.	
Policy PS-13.1: Consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans and when reviewing development proposals. The contour map depicting future noise levels (Figure PS-10) should be used by the City as a guide to land use/noise compatibility.	**Consistent**. An acoustical assessment was conducted for the Project and Alternate Project (see *Appendix G*). According to Figure PS-10: Future Noise Contours: 2030, the far western portion of the Project site is located in the 55 dBA CNEL noise contour.
Policy PS-13.2: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.	**Consistent**. See Response to Policy PS-13.1 above. The closest noise-sensitive land use (residential development) is located approximately 730 feet away from the Project site. According to the acoustical assessment, impacts from construction noise and operational noise (associated with mechanical equipment; truck and loading dock noise; and parking noise) would be less than significant.
Policy PS-13.6: Implement appropriate standard construction noise controls for all construction projects.	**Consistent**. Project and Alternate Project construction and operation would occur in compliance with Rancho Cucamonga MC Section 17.66.050 Noise Standards regarding hours and days of the week. Project and Alternate Project construction and operations/maintenance noise sources/equipment would be properly maintained and utilize available noise suppression devices and techniques to ensure exterior noise levels are at acceptable levels.
Policy PS-13.7: Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise levels down to acceptable levels.	
ECONOMIC DEVELOPMENT GOALS AND POLICIES	
Goal ED-4: Implement consistent high-quality standards for all future development.	
Policy ED-4.2: Make green building and green business a priority.	**Consistent**. See response to Goal RC-6: Encourage and support green buildings in Rancho Cucamonga. Project and Alternate Project construction and operations would be compliant with the California Building Standards Code (California Code of Regulations, Title 24), including Part 2 – California Building Code, Part 6 – California Energy Code, and Part 11 – California Green Building Standards Code.

General Plan Policy	Project Consistency
PUBLIC FACILITIES AND INFRASTRUCTURE GOALS AND POLICIES	
Goal PF-7: Minimize the volume of solid waste that enters regional landfills and encourage recycling.	
Policy PF-7.1: Continue to adopt programs and practices that minimize the amount of materials entering the waste stream. Encourage recycling and composting in all sectors of the community, including recycling of construction and demolition materials, in order to divert items from entering landfills.	**Consistent**. Project and Alternate Project construction would occur consistent with Rancho Cucamonga MC Chapter 8.19 Construction and Demolition Waste Collection. Namely sections 8.19.030 Construction and demolition diversion requirements and 8.19.050 Construction and demolition waste diversion deposit requirements and exemptions.

As shown in *Table 4.9-3*, the Project and Alternate Project would be consistent with the Rancho Cucamonga General Plan goals and policies. It should be noted that a Project need not satisfy all guidance contained in the General Plan and CEQA does not require a Project to be consistent with all guidance but instead requires a discussion of inconsistencies. Nonetheless, the Project and Alternate Project and all its components were found to be consistent with the applicable General Plan guidance. The Project is consistent with the proposed General Plan designation and would be located in an area already proposed for development. Additionally, consistent with the General Plan, mitigation measures have been included related to specific environmental resource areas to reduce or eliminate potential effects of the Project and Alternate Project.

The City's Municipal Code is not in and of itself intended to reduce impacts to the environment. The intent of the Municipal Code is to prescribe zones in which certain land uses are permitted, and to define allowable Project elements and designs within those zones. Nonetheless, conformance with the Municipal Code typically signifies that a Project and Alternate Project would not result in environmental impacts beyond those which are already planned for or disclosed in an environmental document. In the case of the Project and Alternate Project, the Project site is primarily zoned HI and once pre-zoned a portion of parcel 0229 291-23 and all of parcel 0229-291-46 would be rezoned to HI.

County of San Bernardino Local Agency Formation Commission

A jurisdictional boundary change and annexation of the Project area (a portion of parcel 0229 291-23 and all of parcel 0229-291-46) not currently within the City into the City of Rancho Cucamonga is proposed. Annexation into the City would require approval by the San Bernardino County LAFCO. Upon approval, the Project area would be under the jurisdiction of the City of Rancho Cucamonga and would be regulated by the City's General Plan and Municipal Code. Specifically, the area would be detached from county services and would annex to any Special Districts within the City of Rancho Cucamonga. The Project area is served by the Fontana Water Company, Metropolitan Water District (MWD), and the Inland Empire Utilities Agency (IEUA).

LAFCO will consider several factors when evaluated impacts associated with annexation. Factors include the existing and proposed boundaries of the annexation area, the fiscal impacts of the annexation on the affected jurisdictions and special districts impacts to the service capabilities and rations within the surrounding the annexation area. The County's LAFCO will make the determination upon LAFCO approval or denial as to whether or not the boundaries of the proposed annexation area are logical and consistent with orderly progression of growth with the County. The total area to be annexed from the centerline of Napa Street including the 2.9 acre parcel APN 0229-291-46, the 0.69 acre portion of APN 0229-291-23, and the area of right of way, is approximately 4.8 acres total. LAFCO will consider the annexation of the

subject parcels as described above, the reduction of the City of Fontana's SOI by 4.8 acres and the expansion of the City of Rancho Cucamonga's city boundary by 4.8 acres.

The City provides a full range of public services including police, fire and other related emergency/non-emergency service, public works, community services, planning services, library services, and general governments. The Project impacts are further discussed in *Section 4.1* through *Section 4.13* of this EIR. The Project is required to pay all required impact fees as adopted by City Ordinance and the Project would contribute to annual revenues to the Rancho Cucamonga Fire Protection District from property taxes. The Project would be required to comply with all applicable LAFCO requirement related to the annexation process and the discussion contained in the EIR would serve to address the evaluation necessary for the land annexation. The Project would comply with all applicable LAFCO requirements relative to the annexation process.

With approval and implementation of the proposed GPA, Pre-zone, and annexation, the Project would not result in a change in, or conflict with a land use or zoning designation that would result in potentially significant impacts. Therefore, impacts associated with any existing plan, policy, or regulation would be less than significant.

Mitigation Measures

No mitigation is required.

4.9.5 Cumulative Impacts

The geographic area for the analysis of cumulative impacts to land use and planning includes the jurisdiction of local and regional agencies including the City of Rancho Cucamonga, San Bernardino County and SCAG, where land use changes could interact with land use changes under the Project to result in cumulative effects. *Table 4-1: Cumulative Projects List* and *Figure 4-1: Location of Cumulative Projects*, represent past, present, and potential future projects that could lead to cumulative impacts once combined with the Project.

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval.

Implementation of future projects requiring a change in the General Plan land use designation would require discretionary approval, similar to this Project review and approval process. Future projects would also be subject to CEQA review, as well as the California Zoning and Planning Law and the California Subdivision Map Act, similar to this Project's review and approval process. Future projects would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval.

As described above, the Project and Alternate Project would be consistent with applicable land use goals, policies and objectives of the City's General Plan, the City's Municipal Code, the 2020-2045 RTP/SCS, and LAFCO. Mitigation measures to address potential significant environmental impacts of the Project have been included in this Draft EIR. Given the Project's consistency, as well as the potential for other projects

in the cumulative impact scenario to be generally consistent with the land use policy framework, overall cumulative land use consistency impacts would be less than significant.

4.10 NOISE

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Speedway Commerce Center Project's (Project) potential construction and operational noise and vibration effects on the surrounding area. Specifically, the analysis describes the existing noise environment near the Project site; the regulatory framework that guided this analysis pursuant to federal, state, and local regulations; forecasts of future noise and vibration levels at surrounding land uses; and the potential for significant noise impacts. Noise modeling results for the Project are provided in *Appendix G, Acoustical Assessment* for the Speedway Commerce Center Project prepared by Kimley-Horn (2021). As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project and include the development of two warehouse buildings, (Buildings A and B) on a 34.61-acre site. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy; Section 4.6, Greenhouse Gas Emissions*; *Section 4.10, Noise*; and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) would be occupied by 100 percent E-Commerce use (100 Percent E-Commerce Worst-Case Scenario).

4.10.1 Environmental Setting

Noise Criteria and Definitions

Acoustic Fundamentals

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure,

and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness. *Table 4.10-1: Typical Noise Levels* provide typical noise levels.

Table 4.10-1: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	– 110 –	Rock Band
Jet fly-over at 1,000 feet		
	– 100 –	
Gas lawnmower at 3 feet		
	– 90 –	
Diesel truck at 50 feet at 50 miles per hour		Food blender at 3 feet
	– 80 –	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawnmower, 100 feet	**– 70 –**	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	**– 60 –**	
		Large business office
Quiet urban daytime	**– 50 –**	Dishwasher in next room
Quiet urban nighttime	**– 40 –**	Theater, large conference room (background)
Quiet suburban nighttime		
	– 30 –	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	– 20 –	
		Broadcast/recording studio
	– 10 –	
Lowest threshold of human hearing	**– 0 –**	Lowest threshold of human hearing

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (L_{eq}) represents the equivalent continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in *Table 4.10-2: Definitions of Acoustical Terms.*

Table 4.10-2: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 a.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Compiled from Caltrans, *Technical Noise Supplement to the Caltrans Traffic Noise Analysis Protocol*, September 2013; Cyril M. Harris, *Handbook of Noise Control*, 1979; Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer

models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound.[1] When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.[2] Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.[3] No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.[4] The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from

[1] FHWA, *Noise Fundamentals,* 2017. Available at: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm.
[2] Ibid.
[3] California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, Page 2-29, September 2013.
[4] James P. Cowan, *Handbook of Environmental Acoustics,* 1994.

interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.[5] Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted[6]:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance[7].

[5] Compiled from James P. Cowan, *Handbook of Environmental Acoustics,* 1994 and Cyril M. Harris, Handbook of Noise Control, 1979.
[6] Compiled from California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals,* 2017.
[7] Federal Interagency Committee on Noise, *Federal Agency Review of Selected Airport Noise Analysis Issues*, August 1992.

Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment used during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 4.10-3: Human Reaction and Damage to Buildings from Vibration, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise-causing induced vibration in exterior doors and windows.

Table 4.10-3: Human Reaction and Damage to Buildings from Vibration

Peak Particle Velocity (in/sec)	Approximate Vibration Velocity Level (VdB)	Human Reaction	Effect on Buildings
0.006-0.019	64-74	Range of threshold of perception	Vibrations unlikely to cause damage of any type
0.08	87	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.1	92	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration-sensitive activities	Virtually no risk of architectural damage to normal buildings
0.2	94	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.4-0.6	98-104	Vibrations considered unpleasant by people that are subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2013.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for ground-borne vibration are planes, trains, and construction activities such as earthmoving which requires the use of heavy-duty earth moving equipment. For the purposes of

this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Existing Conditions

Existing Noise Sources

The City of Rancho Cucamonga (City) is impacted by various noise sources. Mobile sources of noise, especially cars, trucks, and railroads are the most common and significant sources of noise in most communities. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. The City's southern border is about one mile away from the Ontario International Airport's 65 dBA CNEL noise contour, which is the closest aviation center to the City.[8]

Roadways that contribute a notable amount of noise to the ambient environment within the City, include the Interstate (I)-15 and State Route (SR)-210 freeways, Foothill Boulevard, and Base Line Road. Additionally, the I-10 freeway is approximately 0.7 miles south of the City and its traffic noise can contribute to the City's ambient noise level.

There are several rail lines that run near or through the City. The Burlington Northern Santa Fe (BNSF) rail line lies just north along the northern boundary of the Project. This rail line serves both BNSF freight trains and the San Bernardino Metrolink service into Los Angeles. Additionally, there are a number of spur lines that run through the Project site or near the site to serve adjacent properties. According to the City's General Plan, the noise and vibration from these lines do not create a significant noise impact on the City due to their location in the southern area of the City.

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing traffic volumes from the Project Traffic Impact Analysis (TIA), prepared by Translutions, 2021. The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[9] Average daily noise levels along roadway segments in proximity to the Project site are included in *Table 4.10-4: Existing Traffic Noise Levels.*

As depicted in *Table 4.10-4*, the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 59.4 dBA CNEL to 69.7 dBA CNEL 100 feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

[8] City of Rancho Cucamonga, *General Plan Update*, May 2020.
[9] California Department of Transportation, *California Vehicle Noise Emission Levels*, 1987.

Table 4.10-4: Existing Traffic Noise Levels

Roadway	Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Napa Street	Etiwanda Avenue to Driveway 1	4,200	59.4
Napa Street	Driveway 1 to Driveway 2	4,200	59.4
Napa Street	Driveway 2 to Driveway 3	4,200	59.4
Napa Street	Driveway 3 to Driveway 4	4,200	59.4
Napa Street	Driveway 4 to Driveway 5	4,200	59.4
Etiwanda Avenue	Foothill Boulevard to Arrow Route	14,700	66.0
Etiwanda Avenue	Arrow Route to Whittram Avenue	13,300	66.5
Etiwanda Avenue	Whittram Avenue to Napa Street	15,900	67.3
Etiwanda Avenue	Napa Street to 6th Street	16,100	67.3
Etiwanda Avenue	6th Street to 4th Street	17,700	67.8
Etiwanda Avenue	4th Street to Valley Boulevard	21,000	67.6
Etiwanda Avenue	Valley Boulevard to I-10 WB Ramps	25,800	68.6
Etiwanda Avenue	I-10 WB Ramps to I-10 EB Ramps	26,200	68.6
4th Street	I-15 SB Ramps to I-15 NB Ramps	26,800	69.7
4th Street	I-15 NB Ramps to Wineville Avenue	17,100	67.7
4th Street	Wineville Avenue to Barrington Avenue	14,900	67.0
4th Street	Barrington Avenue to Etiwanda Avenue	14,900	67.1
Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Source: Based on traffic data within the *Traffic Impact Analysis*, prepared by Translutions, Inc., 2021. Refer to *Appendix G* for traffic noise modeling assumptions and results. WB = westbound; EB = eastbound; SB = southbound; NB = northbound			

Stationary Sources

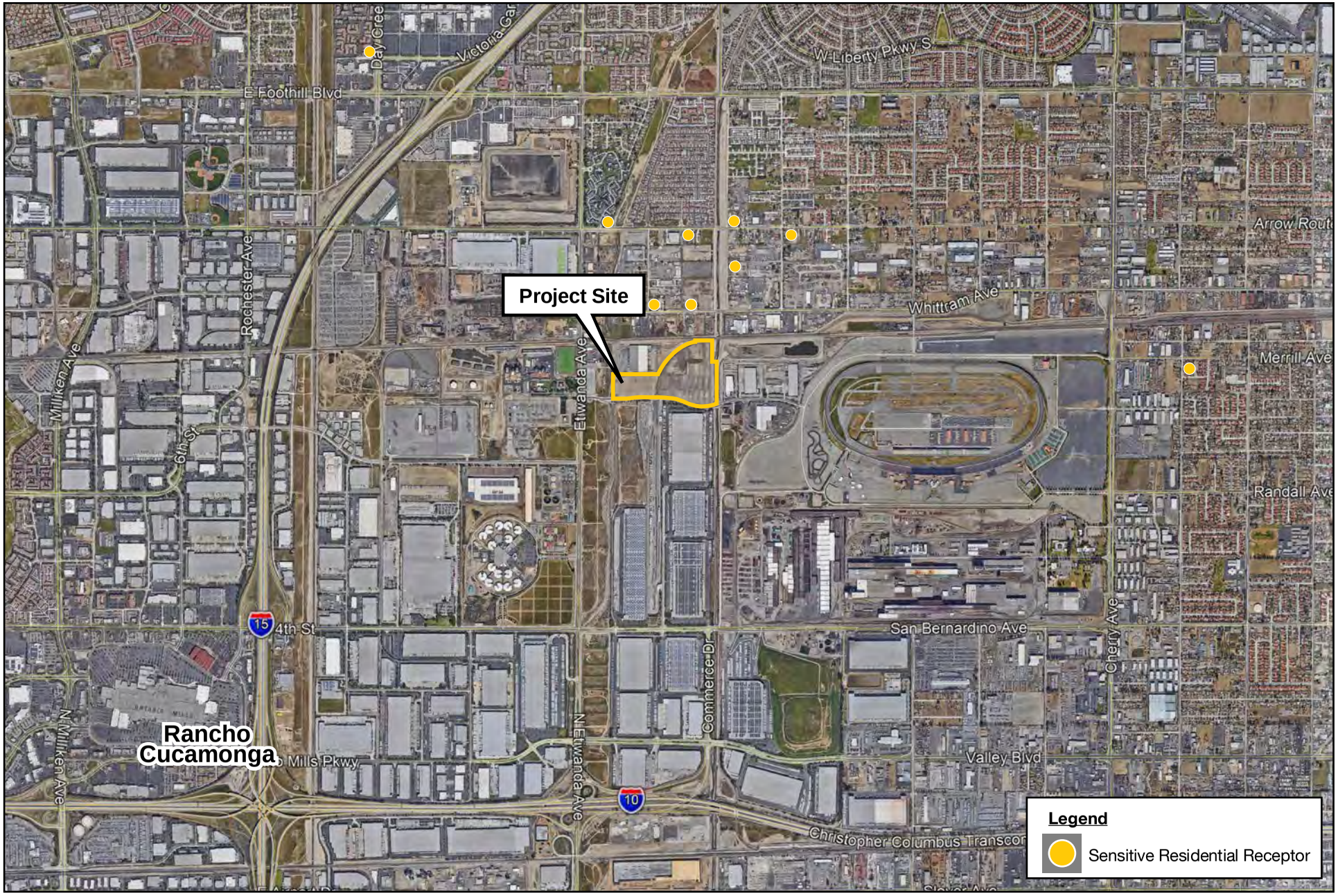
The primary sources of stationary noise in the Project vicinity are those associated with operation of adjacent general industrial uses (e.g., loading areas, large mechanical equipment, fabrication). Noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration-sensitive receivers are generally similar to noise-sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project site is primarily surrounded by warehousing, factories, logistics, and distribution related uses. The sensitive land uses nearest to the Project site consist of a single-family residence located approximately 730 feet to the north. Sensitive land uses nearest to the Project are listed in *Table 4.10-5: Sensitive Receptors* and shown on *Figure 4.10-1: Nearest Sensitive Receptors.*

Table 4.10-5: Sensitive Receptors

Receptor Description	Distance and Direction from the Project Property Line
Single-family Residence	730 feet to the north
Residential Community	2,450 feet to the north
Residential Community	7,900 feet to the northwest
Residential Community	9,466 feet to the east
Source: Google Earth, 2020	



Source: Google Maps

FIGURE 4.10-1: Nearest Sensitive Receptors

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Noise Measurements

The Project site is currently vacant and unoccupied, with no existing structures. To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted five short-term noise measurements on October 7, 2020; see Appendix A: Existing Ambient Noise Measurements of *Appendix G* of the Draft EIR. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were taken between 1:16 p.m. and 2:41 p.m. Short-term Leq measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in *Table 4.10-6: Existing Noise Measurements* and shown on *Figure 4.10-2: Noise Measurement Locations.* Due to the nature of the surrounding development which continued to operate during the COVID-19 stay-at-home orders, ambient conditions were not affected.

Table 4.10-6: Existing Noise Measurements

Site #	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time	Applicable Standard (dBA L_{eq})[1]
1	Along the north side of Napa Street, approximately 120 feet west of the San Sevaine Channel	70.7	48.6	83.3	1:26 p.m.	80
2	Along the north side of Napa Street, approximately 650 feet east of Etiwanda Avenue	68.0	49.6	82.1	1:41 p.m.	80
3	Along the south side of Whittram Avenue, approximately 950 feet east of Etiwanda Avenue	68.8	51.7	81.2	2:00 p.m.	65
4	Along the east side of Illex Street, approximately 770 feet north of Whittram Avenue	56.9	49.2	75.6	2:15 p.m.	65
5	Along the north side of Arrow Route, approximately 480 feet east of Pecan Avenue	66.8	50.9	77.7	2:31 p.m.	65

1. Daytime exterior noise standard per Municipal Code Section 17.66.050(F) and *Section 17.66.110*.

Source: Noise measurements taken by Kimley-Horn, October 7, 2020. See *Appendix G* for noise measurement results.

Source: Google Maps

FIGURE 4.10-2: Noise Measurement Locations

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

4.10.2 Regulatory Setting

To limit population exposure to physically or psychologically damaging as well as intrusive noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

State of California

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and City adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential and non-residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Regional

LA/Ontario Airport Land Use Compatibility Plan

Each airport is required to create an airport land use compatibility plan, which then presents the land use guidelines and policies for areas nearby and surrounding the airports. These policies work to minimize any excessive noise or safety hazard to the surrounding area that could arise due to air traffic and airport operations. Policies within airport land use compatibility plans also outline specific development standards to be followed within airport zones such as building height limits. Local land use plans are required to be consistent with land use compatibility plans that are within their spheres of influence. This ensures that no conflicts are discovered in developments within airport influence areas.

Local

City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga's General Plan is a roadmap that encompasses the hopes, aspirations, values, and dreams of the community. The City's General Plan specifies exterior noise guidelines for land uses in the Safety and Noise chapter. Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. The City has determined two noise zones:

- Noise Zone I: All single- and multiple-family residential properties.
- Noise Zone II: All commercial properties.

Goals and policies from the Public Health and Safety chapter of the Rancho Cucamonga General Plan that are applicable to the Project are as follows:

Goal PS-13 ***Minimize the impacts of excessive noise levels throughout the community, and adopt appropriate noise level requirements for all land uses.***

Policy PS-13.1 Consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans and when reviewing development proposals. The contour map depicting future noise levels (Figure PS-10) should be used by the City as a guide to land use/noise compatibility.

Policy PS-13.2 Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

Policy PS-13.6 Implement appropriate standard construction noise controls for all construction projects.

Policy PS-13.7 Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppression devices and techniques to bring exterior noise levels down to acceptable levels.

City of Rancho Cucamonga Municipal Code

Exterior noise levels within the City are regulated by Section 17.66.050(C) of the City's municipal code. The noise ordinance regulates Noise Standards relative to community noise level exposure, guidelines, and regulations. It is considered unlawful if the exterior noise levels at any location within the City exceeds the following limits:

- Basic noise level for a cumulative period of not more than 15 minutes in any one hour; or
- Basic noise level plus five dBA for a cumulative period of not more than ten minutes in any one hour; or

- Basic noise level plus 14 dBA for a cumulative period of not more than five minutes in any one hour; or
- Basic noise level plus 15 dBA at any time.

If the measurement location is a boundary between two different noise zones, in order to be in compliance, the lower noise level shall apply.

Section 17.66.050(D) (Special Exclusions) of the Municipal Code indicates that construction is excluded from the provisions of the Municipal Code. As described in Section 17.66.050(D)(4) of the Municipal Code, noise sources associated with construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, are exempt provided said activities:

a) When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

b) When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA when measured at the adjacent property line.

As shown in *Table 4.10-7: Residential Noise Limits,* Municipal Code Section 17.66.050(F) regulates that at residential uses between the hours of 7:00 a.m. and 10:00 p.m. the exterior noise levels should not exceed 65 dBA. These are the noise thresholds when measured at the adjacent residential property line (exterior) or within a neighboring home (interior).

Table 4.10-7: Residential Noise Limits

Location of Measurement	Maximum Allowable	
	10:00 p.m. to 7:00 a.m.	7:00 a.m. to 10:00 p.m.
Exterior	60 dBA	65 dBA
Interior	45 dBA	50 dBA

The City has adopted noise standards applicable to industrial areas (Rancho Cucamonga Municipal Code Section 17.66.110). The ordinance places industrial areas into three classes. Classes A, B and C represent the industrial park, general industrial, and heavy industrial land uses, respectively. *Table 4.10-8: Industrial Performance Standards* shows the maximum noise levels allowed in each of the three classes.

Table 4.10-8: Industrial Performance Standards

Class A	Class B	Class C
Noise Maximum		
• 70 dB (anywhere on lot) • 65 dB (interior space of neighboring use on same lot) • Noise caused by motor vehicles is exempted from this standard.	• 80 dB (anywhere on lot) • 65 dB (at residential property line) • Noise caused by motor vehicles and trains is exempted from this standard.	• 85 dB (lot line) • 65 dB (at residential property line) • Where a use occupies a lot abutting or separated by a street from a lot within the designated Class A or B performance standard or residential property, the performance standard of the abutting property shall apply at the common or facing lot line.
Vibration		
All uses shall be so operated as not to generate vibration discernible without instruments by the average person while on or beyond the lot upon which the source is located or within an adjoining enclosed space if more than one establishment occupies a structure. Vibration caused by motor vehicles, trains, and temporary construction or demolition work is exempted from this standard.	All uses shall be operated so as not to generate vibration discernible without instruments by the average persons beyond the lot upon which the source is located. Vibration caused by motor vehicles, trains, and temporary construction or demolition is exempted from this standard.	All uses shall be operated so as not to generate vibration discernible without instruments by the average person beyond 600 feet from where the source is located. Vibration caused by motor vehicles, trains, and temporary construction and demolition is exempted from this standard.

1. Industrial Park (IP) Zoning District; Class A performance standards. The most restrictive of the performance standards to ensure a high-quality working environment and available sites for industrial and business firms whose functional and economic needs require protection from the adverse effects of noise, odors, vibration, glare, or high-intensity illumination, and other nuisances.
2. General Industrial (GI) Zoning District; Class B performance standards. These standards are intended to provide for the broadest range of industrial activity while assuring a basic level environmental protection. It is the intent of the standards of this section to provide for uses whose operational needs may produce noise, vibration, particulate matter and air contaminants, odors, or humidity, heat, and glare which cannot be mitigated sufficiently to meet the Class A standards. The standards are so designed to protect uses on adjoining sites from effects which could adversely affect their functional and economic viability.
3. Medium Impact/High Impact (MI/HI) and Heavy Industrial (HI) Zoning Districts; Class C performance standards. It is the intent of the standards of this section to make allowances for industrial uses whose associated processes produce noise, particulate matter and air contaminants, vibration, odor, humidity, heat, glare, or high-intensity illumination which would adversely affect the functional and economic viability of other uses. The standards, when combined with standards imposed by other governmental agencies, serve to provide basic health and safety protection for persons employed within or visiting the area.

Source: City of Rancho Cucamonga, *Municipal Code Section 17.66.110*, 2020.

In accordance to Municipal Code Section 17.66.050(G) the City has adopted noise standards for commercial and office uses which compel all commercial operations and businesses to comply with the following standards:

1. *General: Commercial and office activities shall not create any noise that would exceed an exterior noise level of 65 dBA during the hours of 10:00 p.m. to 7:00 a.m. and 70 dBA during the hours of 7:00 a.m. to 10:00 p.m. when measured at the adjacent property line.*
2. *Loading and unloading: No person shall cause the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m., in a manner which would cause a noise disturbance to a residential area.*
3. *Vehicle repairs and testing: No person shall cause or permit the repairing, rebuilding, modifying, or testing of any motor vehicle, motorcycle, or motorboat in such a manner as to increase a noise disturbance between the hours of 10:00 p.m. and 8:00 a.m. adjacent to a residential area.*

4.10.3 Standards of Significance

California Environmental Quality Act Thresholds

The following significance criteria for noise were derived from the Environmental Checklist in the State CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive ground-borne vibration or ground-borne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

Approach to Analysis

This analysis of impacts from noise examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on: Kimley-Horn & Associates' *Acoustical Assessment, Speedway Commerce Center Project,* review of Project maps and drawings, analysis of aerial and ground-level photographs, and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on noise resources considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Construction Thresholds

The following thresholds of significance are applied for construction noise impacts:

- When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and Saturdays, or at any time on Sunday or a national holiday.
- Noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

Operational Thresholds

The City of Rancho Cucamonga Municipal Code (Section Chapter 17.66) includes regulations to control noise. The operational noise standard is 65 dBA at the residential property line. The following threshold of significance is applied for traffic noise impacts:

- Any noise increase of 3 dBA or greater is potentially significant when it impacts a sensitive land use, such as a residential area.
- Any noise increase that impacts a sensitive land use, such as a residential area that will exceed 65 dBA Ldn or CNEL.

Vibration Thresholds

The City currently does not have a significance threshold to assess vibration impacts. Thus, the Federal Transit Administration (FTA) guidelines set forth in FTA Transit Noise and Vibration Impact Assessment Manual are used to evaluate potential impacts related to vibration.

- Any vibration that exceeds 0.10 in/sec, the approximate threshold for annoyance.
- A vibration level that exceeds 0.20 in/sec.

4.10.4 Project Impacts and Mitigation

Impact 4.10-1: ***Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Level of Significance: Less than Significant Impact

Construction

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. However, construction noise levels are not anticipated to affect sensitive receptors due to the Project's location. The Project site is located in an industrial area and the sensitive land uses nearest to the Project site consist of a single-family residence located approximately 730 feet to the north of the site boundary.

Construction activities for the Project and Alternate Project would include site preparation, grading, building construction, paving, and architectural coating. Such activities would require graders, scrapers, and tractors during site preparation; graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; pavers, rollers, mixers, tractors, and paving equipment during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical noise levels associated with individual construction equipment are listed in *Table 4.10-9: Typical Construction Noise Levels.*

Table 4.10-9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source[1]
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	79
Concrete Pump	82	76
Concrete Vibrator	76	70
Crane, Derrick	88	82
Crane, Mobile	83	77
Dozer	85	79
Generator	82	76
Grader	85	79
Impact Wrench	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pile-driver (Impact)	101	95
Pile-driver (Sonic)	95	89
Pneumatic Tool	85	79
Pump	77	71
Roller	85	79
Saw	76	70
Scraper	85	79
Shovel	82	76
Truck	84	78

dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance

[1] Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Noise levels calculated in *Table 4.10-10: Project Construction Noise Levels*, show the exterior construction noise without accounting for attenuation from existing physical barriers, which have been estimated by Roadway Construction Noise Model (RCNM). The nearest noise-sensitive receptors come from the single-family residence located approximately 730 feet to the north. All construction equipment was assumed to operate simultaneously at a construction area nearest to sensitive receptors. These assumptions represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise-sensitive receptors. In addition, noise generated during the construction, paving, and painting stages, which have the potential to occur simultaneously, were added together to provide a composite construction noise level.

It should be noted that the number of off-road equipment assumed for the construction of the Project during the grading phase would be the same as the 100 Percent E-Commerce Worst-Case Scenario and greater than what would be required for the Alternate Project. Therefore, noise levels associated with the Project have been calculated to represent a worst-case scenario. Construction noise levels related to the development of Alternate Project would be less.

Table 4.10-10: Project Construction Noise Levels

Construction Phase	Receptor Location			(dBA L_{eq})					
	Land Use	Direction	Distance (feet)[1]	Worst Case Modeled Exterior Noise Level	Noise Threshold[2]	Exceeded?	Measured Ambient	Combined with Ambient	Increase Over Ambient
Site Preparation	Residential	North	1,400	55.3	65	**No**	68.8	69.0	0.2
		Northeast	2,450	50.5	65	**No**	56.9	57.8	0.9
	Industrial	North	450	65.2	70	**No**	68.8	70.4	1.6
Grading	Residential	North	1,400	60.0	65	**No**	68.8	69.3	0.5
		Northeast	2,450	55.1	65	**No**	56.9	59.1	2.2
	Industrial	North	450	69.9	70	**No**	68.8	72.4	3.6
Construction	Residential	North	1,400	59.0	65	**No**	68.8	69.2	0.4
		Northeast	2,450	54.2	65	**No**	56.9	58.8	1.9
	Industrial	North	450	68.9	70	**No**	68.8	71.9	3.1
Paving	Residential	North	1,400	57.6	65	**No**	68.8	69.1	0.3
		Northeast	2,450	52.7	65	**No**	56.9	58.3	1.4
	Industrial	North	450	67.4	70	**No**	68.8	71.2	2.4
Architectural Coating	Residential	North	1,400	44.7	65	**No**	68.8	68.8	0.0
		Northeast	2,450	39.9	65	**No**	56.9	57.0	0.1
	Industrial	North	450	54.6	70	**No**	68.8	69.0	0.2

1. Per FTA Guidance (Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, 2018) the equipment distance is assumed at the center of the project.
2. Threshold from the City of Rancho Cucamonga Municipal Code Section 17.66.050(D)(4).

Source: Federal Highway Administration, *Roadway Construction Noise Model,* 2006. Refer to Appendix G for noise modeling results.

As shown in *Table 4.10-10*, exterior noise levels could reach 60.0 dBA at the nearest existing sensitive receptor. The existing ambient noise level is 68.8 dBA (refer to *Table 4.10-6*). *Table 4.10-10* shows that construction noise levels would not exceed City standards. Additionally, at some receptors, the existing ambient levels already exceed the City's noise standards. *Table 4.10-10* also shows that construction noise levels would not represent a perceptible (i.e., less than 3 dBA) increase over existing conditions. Additionally, noise levels at nearby industrial uses would not be a readily perceptible (i.e., less than 5 dBA) increase. Therefore, construction noise would not represent a substantial noise increase. Construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. These sensitive uses may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. The City's Municipal Code dictates the quantitative construction noise standards (Municipal Code Section 17.66.050[D][4]). *Table 4.10-10* shows that construction noise levels would not exceed City standards; therefore, construction noise is less than significant.

Operations

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the following:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow-moving trucks on the Project site, approaching and leaving the loading areas;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);

- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-site traffic noise.

Mechanical Equipment

Potential stationary noise sources related to the long-term operation of the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[10] Project-related HVAC equipment would be roof mounted. As the closest building would be approximately 150 feet from the property line, the worst-case HVAC equipment noise would be 42.5 dBA, this based on distance attenuation alone (using the inverse square law of sound propagation).[11] As a result, such equipment would not exceed the City's 70 dBA industrial standard at the adjacent industrial uses to the north of the Project site. This noise level conservatively does not include attenuation from intervening parapet walls. Additionally, HVAC equipment would be further away as it is typically centrally located on the building's rooftop. At the closest sensitive receptor located approximately 730 feet away, mechanical equipment noise would attenuate to 19 dBA. Operation of mechanical equipment would not increase ambient noise levels beyond the acceptable compatible land use noise levels and would not exceed the City's 65 dBA daytime standard or the City's 60 dBA nighttime standard. Therefore, the impacts related to stationary noise levels would be less than significant.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the east, west, and south side of the Project site. Vehicular access to the Project site would consist of four project driveways along Napa Street and a new public street east of Building B and west of the rail spur line. The Alternate Project would create the same additional vehicular access to the Project site by developing four Project driveways, all along Napa Street with the addition of the new public street constructed just west of the proposed parking lot located on the western portion of the site and just east of East Etiwanda Creek.

Typically, heavy truck operations generate a noise level of 68 dBA at a distance of 30 feet.[12] As the closest building would be approximately 150 feet from the property line, truck and loading noise would be 54 dBA based on distance attenuation alone (using the inverse square law of sound propagation) and would not exceed the City's 70 dBA industrial standard at the industrial uses to the north. The closest residences are located approximately 730 feet north of the nearest proposed loading areas. These closest residences would experience truck noise levels of approximately 30.5 dBA, which is below the City's 65 dBA and 60 dBA daytime and nighttime exterior residential noise standard (see *Table 4.10-7*). Additionally, these noise levels would also be further attenuated by intervening structures. For example, loading dock doors would also be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior activities, and as such, interior loading and

[10] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[11] Sound level reduces by 6 dB for every doubling of distance.
[12] Loading dock reference noise level measurements conducted by Kimley-Horn on December 18, 2018.

associated activities would be permissible during all hours of the day. Noise levels associated with trucks and loading or unloading activities would not exceed the City's standards. As a result, impacts would be less than significant.

Parking Noise

The Project and Alternate Project would accommodate the required parking. Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. The instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys range from 53 to 61 dBA.[13] Conversations in parking areas may also be an annoyance to adjacent sensitive receptors. Sound levels of speech typically range from 33 dBA at 50 feet for normal speech to 50 dBA at 50 feet for very loud speech.[14] It should be noted that parking lot noises are instantaneous noise levels compared to noise standards in the hourly Leq metric, which are averaged over the entire duration of a time period.

Actual noise levels over time resulting from parking lot activities would be far lower than the reference levels identified above. Parking lot noise would occur within the surface parking lot on-site and would be up to 28 dBA at the nearest sensitive receptors located approximately 730 feet away. It is also noted that parking lot noise occurs at the adjacent properties under existing conditions. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along Napa Street and Etiwanda Avenue. Noise associated with parking lot activities would not be anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lot use would be less than significant.

Off-Site Traffic Noise

Future development generated by the Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise near existing and proposed land uses. Traffic noise levels for roadways primarily affected by the Project were calculated using the FHWA's Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the Project, based on traffic volumes from the TIA.

As determined by the Project's TIA, the Project would generate 976 daily trips, which includes 602 passenger cars and 374 trucks. The Opening Year "without Project" and "with Project" scenarios are compared in *Table 4.10-11: Opening Year Traffic Noise Levels (Project).* As shown in *Table 4.10-11*, roadway noise levels would range from 59.6 dBA to 70.5 under "Without Project" conditions and from 59.9 dBA to 70.5 dBA under "with Project" conditions. The highest noise levels would occur along 4th Street, between I-15 southbound ramps and I-15 northbound ramps. The resulting Project generated traffic would result in a maximum increase of 0.9 dBA along Napa Street from Etiwanda Avenue to Driveway 1. Although roadway noise levels along Etiwanda Avenue from Foothill Boulevard to Arrow Route exceed the City's standards (both with and without Project implementation) the noise level increase along this segment (and all other roadway segments) is below 3.0 dBA and would not be perceptible. Therefore, impacts would be less than significant.

[13] Kariel, H. G., *Noise in Rural Recreational Environments*, Canadian Acoustics 19(5), 3-10, 1991.
[14] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden. Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.

Table 4.10-11: Opening Year Traffic Noise Levels (Project)

Roadway (	Segment	Opening Year without Project		Opening Year with Project		Threshold (dBA)	Change	Significant Impacts
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Napa Street	Etiwanda Avenue to Driveway 1	4,400	59.6	5,366	60.5	80	0.9	**No**
Napa Street	Driveway 1 to Driveway 2	4,400	59.6	5,234	60.4	80	0.8	**No**
Napa Street	Driveway 2 to Driveway 3	4,400	59.6	5,104	60.2	80	0.6	**No**
Napa Street	Driveway 3 to Driveway 4	4,400	59.6	4,882	60.1	80	0.5	**No**
Napa Street	Driveway 4 to Driveway 5	4,400	59.6	4,708	59.9	80	0.3	**No**
Etiwanda Ave.	Foothill Boulevard to Arrow Route	17,800	66.8	17,800	66.8	65	0.0	**No**
Etiwanda Ave.	Arrow Route to Whittram Avenue	16,100	67.3	16,100	67.3	80	0.0	**No**
Etiwanda Ave.	Whittram Avenue to Napa Street	19,600	68.2	19,944	68.3	80	0.1	**No**
Etiwanda Ave.	Napa Street to 6th Street	19,700	68.2	20,322	68.3	80	0.1	**No**
Etiwanda Ave.	6th Street to 4th Street	21,400	68.6	22,006	68.7	80	0.1	**No**
Etiwanda Ave.	4th Street to Valley Boulevard	23,700	68.1	23,990	68.1	80	0.1	**No**
Etiwanda Ave.	Valley Boulevard to I-10 WB Ramps	28,800	69.1	28,800	69.1	80	0.0	**No**
Etiwanda Ave.	I-10 WB Ramps to I-10 EB Ramps	29,200	69.0	29,200	69.0	80	0.0	**No**
4th Street	I-15 SB Ramps to I-15 NB Ramps	32,600	70.5	32,773	70.5	80	0.0	**No**
4th Street	I-15 NB Ramps to Wineville Avenue	22,300	68.9	22,580	69.0	80	0.1	**No**
4th Street	Wineville Avenue to Barrington Ave.	19,900	68.3	20,180	68.4	80	0.1	**No**
4th Street	Barrington Avenue to Etiwanda Ave.	17,700	67.8	17,980	67.9	70	0.1	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the *Traffic Impact Analysis*, prepared by Translutions, Inc., 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

Alternate Project

As determined by the Project's TIA, the Project would generate 3,225 daily trips for the Alternate Project which includes 3,130 passenger cars and 95 trucks. The Opening Year "without Project" and "with Project" scenarios are compared *Table 4.10-12: Opening Year Traffic Noise Levels (Alternate Project)*. As shown in *Table 4.10-12*, roadway noise levels would range from 59.6 dBA to 70.5 dBA under "Without Project" conditions and from 59.9 dBA to 70.6 dBA under "with Project" conditions. The highest noise levels would occur along 4th Street, between I-15 southbound ramps and I-15 northbound ramps. The resulting Project generated traffic would result in a maximum increase of 1.9 dBA along Napa Street from Etiwanda Avenue to Driveway 1. Although roadway noise levels along Etiwanda Avenue from Foothill Boulevard to Arrow

Route exceed the City's standards (both with and without Project implementation) the noise level increase along this segment (and all other roadway segments) is below 3.0 dBA and would not be perceptible. Therefore, impacts would be less than significant.

Table 4.10-12: Opening Year Traffic Noise Levels (Alternate Project)

Roadway	Segment	Opening Year without Project		Opening Year with Project		Threshold (dBA)	Change	Significant Impacts
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Napa Street	Etiwanda Avenue to Driveway 1	4,400	59.6	6,886	61.5	80	1.9	**No**
Napa Street	Driveway 1 to Driveway 2	4,400	59.6	5,588	60.6	80	1.0	**No**
Napa Street	Driveway 2 to Driveway 3	4,400	59.6	5,048	60.2	80	0.6	**No**
Napa Street	Driveway 3 to Driveway 4	4,400	59.6	4,832	60.0	80	0.4	**No**
Napa Street	Driveway 4 to Driveway 5	4,400	59.6	4,724	59.9	80	0.3	**No**
Etiwanda Ave.	Foothill Boulevard to Arrow Route	17,800	66.8	18,378	67.0	65	0.1	**No**
Etiwanda Ave.	Arrow Route to Whittram Avenue	16,100	67.3	16,914	67.5	80	0.2	**No**
Etiwanda Ave.	Whittram Avenue to Napa Street	19,600	68.2	20,588	68.4	80	0.2	**No**
Etiwanda Ave.	Napa Street to 6th Street	19,700	68.2	21,196	68.5	80	0.3	**No**
Etiwanda Ave.	6th Street to 4th Street	21,400	68.6	22,356	68.8	80	0.2	**No**
Etiwanda Ave.	4th Street to Valley Boulevard	23,700	68.1	24,450	68.2	80	0.1	**No**
Etiwanda Ave.	Valley Boulevard to I-10 WB Ramps	28,800	69.1	29,323	69.2	80	0.1	**No**
Etiwanda Ave.	I-10 WB Ramps to I-10 EB Ramps	29,200	69.0	29,888	69.1	80	0.1	**No**
4th Street	I-15 SB Ramps to I-15 NB Ramps	32,600	70.5	32,973	70.6	80	0.0	**No**
4th Street	I-15 NB Ramps to Wineville Avenue	22,300	68.9	22,808	69.0	80	0.1	**No**
4th Street	Wineville Avenue to Barrington Ave.	19,900	68.3	20,408	68.4	80	0.1	**No**
4th Street	Barrington Avenue to Etiwanda Ave.	17,700	67.8	18,208	67.9	70	0.1	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the *Traffic Impact Analysis*, prepared by Translutions, Inc., 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

100 Percent E-Commerce Worst-Case Scenario

Per the Project Traffic Impact Study, the 100 Percent E-Commerce Worst-Case Scenario would generate 4,224 daily trips, which includes 4,099 passenger cars and 125 trucks. The Opening Year "without Project" and "with Project" scenarios are compared *Table 4.10-13: Opening Year Traffic Noise Levels (100 Percent E-Commerce)*. As shown in *Table 4.10-13*, roadway noise levels would range from 59.6 dBA to 70.5 dBA

under "Without Project" conditions and from 61.3 dBA to 70.7 dBA under "with Project" conditions. The highest noise levels would occur along 4th Street, between I-15 SB Ramps and I-15 NB Ramps. Project generated traffic would result in a maximum increase of 4.1 dBA along Napa Street from Etiwanda Avenue to Driveway 1. Although traffic noise increases along Napa Street exceed 3.0 dBA, the resulting noise levels would not exceed the City's noise standards. Additionally, although roadway noise levels along Etiwanda Avenue from Foothill Boulevard to Arrow Route exceed the City's standards (both with and without Project implementation) the noise level increase along this segment (and all other roadway segments) the noise level increase is below 3.0 dBA and would not be perceptible. Therefore, a less than significant impact would occur in this regard.

Table 4.10-13: Opening Year Traffic Noise Levels (100 Percent E-Commerce)

Roadway	Segment	Opening Year without Project		Opening Year with Project		Threshold (dBA)	Change	Significant Impacts
		ADT	dBA CNEL at 100 feet from Roadway Centerline	ADT	dBA CNEL at 100 feet from Roadway Centerline			
Napa Street	Etiwanda Avenue to Driveway 1	4,400	59.6	11,400	63.7	80	4.1	**No**
Napa Street	Driveway 1 to Driveway 2	4,400	59.6	10,600	63.4	80	3.8	**No**
Napa Street	Driveway 2 to Driveway 3	4,400	59.6	9,700	63.0	80	3.4	**No**
Napa Street	Driveway 3 to Driveway 4	4,400	59.6	8,600	62.5	80	2.9	**No**
Napa Street	Driveway 4 to Driveway 5	4,400	59.6	6,500	61.3	80	1.7	**No**
Etiwanda Ave.	Foothill Boulevard to Arrow Route	17,800	66.8	20,200	67.4	65	0.6	**No**
Etiwanda Ave.	Arrow Route to Whittram Avenue	16,100	67.3	19,100	68.1	80	0.8	**No**
Etiwanda Ave.	Whittram Avenue to Napa Street	19,600	68.2	22,600	68.8	80	0.6	**No**
Etiwanda Ave.	Napa Street to 6th Street	19,700	68.2	23,600	69.0	80	0.8	**No**
Etiwanda Ave.	6th Street to 4th Street	21,400	68.6	25,300	69.3	80	0.7	**No**
Etiwanda Ave.	4th Street to Valley Boulevard	23,700	68.1	25,800	68.4	80	0.3	**No**
Etiwanda Ave.	Valley Boulevard to I-10 WB Ramps	28,800	69.1	30,900	69.4	80	0.3	**No**
Etiwanda Ave.	I-10 WB Ramps to I-10 EB Ramps	29,200	69.0	30,300	69.2	80	0.2	**No**
4th Street	I-15 SB Ramps to I-15 NB Ramps	32,600	70.5	33,600	70.7	80	0.2	**No**
4th Street	I-15 NB Ramps to Wineville Avenue	22,300	68.9	23,800	69.2	80	0.3	**No**
4th Street	Wineville Avenue to Barrington Ave.	19,900	68.3	21,400	68.6	80	0.3	**No**
4th Street	Barrington Avenue to Etiwanda Ave.	17,700	67.8	19,200	68.2	70	0.4	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the *Traffic Impact Analysis*, prepared by Translutions, Inc., 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

Mitigation Measures

No mitigation is required.

Impact 4.10-2: Would the Project expose persons to or generate excessive ground borne vibration or ground-borne noise levels?

Level of Significance: Less than Significant Impact

Construction and Operation

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

Once operational, the Project would not be a source of ground-borne vibration. Increases in ground-borne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 4.10-14: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in *Table 4.10-14*, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 4.10-14: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 93 Feet (in/sec)[1]
Large Bulldozer	0.089	0.0124
Caisson Drilling	0.089	0.0124
Loaded Trucks	0.076	0.0106
Rock Breaker	0.059	0.0082
Jackhammer	0.035	0.0049
Small Bulldozer/Tractors	0.003	0.0004

[1] Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.

The nearest sensitive receptor is a single-family residence approximately 730 feet to the north of the Project site. The nearest structure is a warehouse located approximately 93 feet to the north of the future construction zone. Using the calculation shown in *Table 4.10-14*, at 93 feet the vibration velocities from construction equipment would not exceed 0.016 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.10 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction and operation would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.10-3: ***For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

Level of Significance: No Impact

Construction and Operation

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

The closest airport is the Ontario International Airport and the southern border of the City is about one mile away from the airport's 65 dBA CNEL noise contour.[15] The Project site is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, no impacts related to exposing people residing or working in the Project area to excessive airport- or airstrip-related noise levels would occur.

Mitigation Measures

No mitigation is required.

4.10.5 Cumulative Impacts

Cumulative Construction Noise

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

Project- and Alternate Project-related construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise impacts would be periodic and temporary and would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. The analysis above shows that the ambient levels currently exceed the City's standards (refer to *Table 4.10-10*). However, as discussed above, Project construction noise levels would not exceed City standards, and the Project would not represent a noticeable increase over the ambient conditions. Therefore, the Project's

[15] City of Rancho Cucamonga, *General Plan Update*, May 2020.

construction noise would not represent a substantial noise increase in excess of City standards and would not be cumulatively considerable.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise. Activities would take place during daytime hours on the days permitted by the applicable Municipal Code, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and immediate vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard would not be cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the proposed Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Future Without Project scenarios to the Future Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- *Combined Effect*. The cumulative with Project noise level ("Cumulative With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed Project.
- *Incremental Effects*. The "Cumulative With Project" causes a 1.0 dBA increase in noise over the "Cumulative Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the proposed Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 4.10-15: Cumulative Plus Project Conditions Predicted Traffic Noise Levels, identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts.

Table 4.10-15: Cumulative Plus Project Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects: Difference In dBA Between Existing and Cumulative With Project	Incremental Effects: Difference In dBA Between Cumulative Without Project and Cumulative With Project	Cumulatively Significant Impact?
Napa Street						
Etiwanda Avenue to Driveway 1	59.4	60.9	61.5	2.1	0.7	**No**
Driveway 1 to Driveway 2	59.4	60.9	61.4	2.1	0.6	**No**
Driveway 2 to Driveway 3	59.4	60.9	61.4	2.0	0.5	**No**
Driveway 3 to Driveway 4	59.4	60.9	61.2	1.8	0.3	**No**
Driveway 4 to Driveway 5	59.4	60.9	61.1	1.7	0.2	**No**
Etiwanda Avenue						
Foothill Boulevard to Arrow Route	66.0	67.3	67.3	1.4	0.0	**No**
Arrow Route to Whittram Avenue	66.5	68.5	68.5	2.0	0.0	**No**
Whittram Avenue to Napa Street	67.3	69.0	69.0	1.8	0.1	**No**
Napa Street to 6th Street	67.3	69.9	70.0	2.6	0.1	**No**
6th Street to 4th Street	67.8	69.7	69.8	2.0	0.1	**No**
4th Street to Valley Boulevard	67.6	69.3	69.4	1.8	0.0	**No**
Valley Boulevard to I-10 WB Ramps	68.6	70.5	70.5	1.9	0.0	**No**
I-10 WB Ramps to I-10 EB Ramps	68.6	70.6	70.6	2.0	0.0	**No**
4th Street						
I-15 SB Ramps to I-15 NB Ramps	69.7	71.1	71.2	1.5	0.0	**No**
I-15 NB Ramps to Wineville Ave.	67.7	69.7	69.7	1.9	0.0	**No**
Wineville Avenue to Barrington Ave.	67.0	69.1	69.1	2.1	0.1	**No**
Barrington Avenue to Etiwanda Ave.	67.1	68.3	68.3	1.3	0.1	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; WB = westbound; EB = eastbound
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.

Source: Based on traffic data within the *VMT Assessment & Local Access, Safety, and Circulation Study*, prepared by Kimley-Horn, 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

Table 4.10-15 shows the increase for combined effects and incremental effects and none of the segments meet the criteria for cumulative noise increase. The Project would not result in long-term mobile noise impacts based on project-generated traffic as well as cumulative and incremental noise levels. Therefore, the Project, in combination with cumulative background traffic noise levels, would result in a less than significant cumulative impact. The proposed Project's contribution would not be cumulatively considerable.

Alternate Project

Table 4.10-16: Cumulative Plus Alternate Project Conditions Predicted Traffic Noise Levels, identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts. *Table 4.10-16* also shows the increase for combined effects and incremental effects for the Alternate Project.

Table 4.10-16: Cumulative Plus Alternate Project Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects	Incremental Effect	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	
Napa Street						
Etiwanda Avenue to Driveway 1	59.4	60.9	62.4	3.0	1.5	**No**
Driveway 1 to Driveway 2	59.4	60.9	61.7	2.3	0.8	**No**
Driveway 2 to Driveway 3	59.4	60.9	61.3	1.9	0.5	**No**
Driveway 3 to Driveway 4	59.4	60.9	61.2	1.8	0.3	**No**
Driveway 4 to Driveway 5	59.4	60.9	61.1	1.7	0.2	**No**
Etiwanda Avenue						
Foothill Boulevard to Arrow Route	66.0	67.3	67.5	1.5	0.1	**No**
Arrow Route to Whittram Avenue	66.5	68.5	68.6	2.1	0.2	**No**
Whittram Avenue to Napa Street	67.3	69.0	69.2	1.9	0.2	**No**
Napa Street to 6th Street	67.3	69.9	70.1	2.8	0.2	**No**
6th Street to 4th Street	67.8	69.7	69.8	2.0	0.1	**No**
4th Street to Valley Boulevard	67.6	69.3	69.4	1.9	0.1	**No**
Valley Boulevard to I-10 WB Ramps	68.6	70.5	70.6	2.0	0.1	**No**
I-10 WB Ramps to I-10 EB Ramps	68.6	70.6	70.6	2.1	0.1	**No**
4th Street						
I-15 SB Ramps to I-15 NB Ramps	69.7	71.1	71.2	1.5	0.0	**No**
I-15 NB Ramps to Wineville Ave.	67.7	69.7	69.7	2.0	0.1	**No**
Wineville Avenue to Barrington Ave.	67.0	69.1	69.2	2.1	0.1	**No**
Barrington Avenue to Etiwanda Ave.	67.1	68.3	68.4	1.3	0.1	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; WB = westbound; EB = eastbound

1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.

Source: Based on traffic data within the *VMT Assessment & Local Access, Safety, and Circulation Study*, prepared by Kimley-Horn, 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

As shown in the *Table 4.10-16*, Napa Street (from Etiwanda to Driveway 1 segment) would exceed the incremental and combined noise criteria. As a result, the Alternate Project in combination with cumulative background traffic noise levels, would potentially result in a significant cumulative noise impact. However, the resulting noise level would be 62.4 dBA which is below the 65-dBA residential noise standard as well as the 70 dBA (Class A) and 80 dBA (Class B) industrial noise standards. As such, the Alternate Project's contribution would not be cumulatively considerable because Project noise levels would remain within the City's noise standards. Therefore, impacts related to cumulative off-site traffic noise would be less than significant.

100 Percent E-Commerce Worst-Case Scenario

Table 4.10-17: Cumulative Plus 100 Percent E-Commerce Conditions Predicted Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Cumulative Without Project," and "Cumulative With Project," conditions, including incremental and net cumulative impacts. *Table 4.10-17* shows the increase for combined effects and incremental effects for the proposed Project. As depicted in the *Table 4.10-17*, several road segments along Napa Street would exceed both the incremental and combined noise criteria. As a result, the Project in combination with cumulative background traffic noise levels, would potentially result in a significant cumulative noise impact. However, the resulting noise level would be 64.3 dBA or lower which is below the 65-dBA residential noise standard as well as the 70 dBA (Class A) and 80 dBA (Class B) industrial noise standards. As such, the proposed Project's contribution would not be cumulatively considerable because Project noise levels associated with either development scenario would remain within the City's noise standards. Therefore, impacts related to cumulative off-site traffic noise would be less than significant.

Table 4.10-17: Cumulative Plus 100 Percent E-Commerce Conditions Predicted Traffic Noise Levels

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects	Incremental Effect	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	
Napa Street						
Etiwanda Avenue to Driveway 1	59.4	60.9	64.3	4.9	3.4	**No**
Driveway 1 to Driveway 2	59.4	60.9	64.0	4.6	3.1	**No**
Driveway 2 to Driveway 3	59.4	60.9	63.7	4.3	2.8	**No**
Driveway 3 to Driveway 4	59.4	60.9	63.2	3.8	2.3	**No**
Driveway 4 to Driveway 5	59.4	60.9	62.2	2.8	1.3	**No**
Etiwanda Avenue						
Foothill Boulevard to Arrow Route	66.0	67.3	67.8	1.8	0.5	**No**
Arrow Route to Whittram Avenue	66.5	68.5	69.0	2.5	0.6	**No**
Whittram Avenue to Napa Street	67.3	69.0	69.5	2.2	0.5	**No**
Napa Street to 6th Street	67.3	69.9	70.4	3.1	0.5	**No**
6th Street to 4th Street	67.8	69.7	70.2	2.4	0.6	**No**
4th Street to Valley Boulevard	67.6	69.3	69.6	2.1	0.3	**No**
Valley Boulevard to I-10 WB Ramps	68.6	70.5	70.8	2.1	0.2	**No**
I-10 WB Ramps to I-10 EB Ramps	68.6	70.6	70.7	2.1	0.1	**No**
4th Street						
I-15 SB Ramps to I-15 NB Ramps	69.7	71.1	71.2	1.5	0.1	**No**
I-15 NB Ramps to Wineville Ave.	67.7	69.7	69.8	2.1	0.2	**No**
Wineville Avenue to Barrington Ave.	67.0	69.1	69.3	2.2	0.2	**No**
Barrington Avenue to Etiwanda Ave.	67.1	68.3	68.5	1.4	0.2	**No**

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level; WB = westbound; EB = eastbound

Roadway Segment	Existing	Cumulative Without Project	Cumulative With Project	Combined Effects	Incremental Effect	Cumulatively Significant Impact?
				Difference In dBA Between Existing and Cumulative With Project	Difference In dBA Between Cumulative Without Project and Cumulative With Project	

1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.

Source: Based on traffic data within the *VMT Assessment & Local Access, Safety, and Circulation Study*, prepared by Kimley-Horn, 2021. Refer to Appendix G for traffic noise modeling assumptions and results.

Cumulative Stationary Noise

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

Stationary noise sources associated with the Project would result in an incremental increase in non-transportation noise sources in the Project vicinity. However, as discussed above, operational noise caused by the Project would be less than significant. Additionally, due to Project site's distance to sensitive receptors, cumulative stationary noise impacts would not occur. Similar to the proposed Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there would be a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and the immediate vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project-specific noise impacts, would not be cumulatively significant.

4.11 TRANSPORTATION

This section of the Draft Environmental Impact Report (EIR) identifies and evaluates potential impacts related to transportation resulting from implementation of the Speedway Commerce Center (Project) by examining transportation conditions. Both the Project Completion Year (2022) and Horizon Year (2040) traffic conditions are analyzed without the Project and with the Project. Information presented in this section was obtained from the Rancho Cucamonga General Plan 2010 (RCGP), including the Community Mobility Element; the City of Rancho Cucamonga Municipal Code (RCMC); County of San Bernardino County General Plan (San Bernardino GP); the Napa Street Warehouse Traffic Impact Analysis (TIA) (February 2021), the Napa Street Warehouse Traffic Impact Analysis E-Commerce Scenario (March 2021), and the Napa Street Warehouse and E-Commerce California Environmental Quality Act (CEQA) transportation impact analyses (January 2021). The TIA and additional discussion detailing the methodology, assumptions, and analysis calculations are provided in *Appendix H*. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project and include the development of two warehouse buildings, (Buildings A and B) on a 34.61-acre site. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making. Additionally, because the Project is being pursued on a speculative basis and the end user(s) is unknown, the proposed Project underwent detailed analysis for specific resource sections (*Section 4.1, Air Quality*; *Section 4.4, Energy; Section 4.6, Greenhouse Gas Emissions*; *Section 4.10 Noise,* and *Section 4.11, Transportation*) in order to present a worst-case scenario for impacts to these resources. The detailed analysis assumes both buildings (Buildings A and B with a total of 655,878 square feet [sf]) would be occupied by 100 percent E-Commerce use (100 Percent E-Commerce Worst-Case Scenario).

On June 17, 2020, the City of Rancho Cucamonga (City) passed, approved, and adopted Resolution No. 2020-056 adopting vehicle miles traveled, or VMT, thresholds of significance for purposes of analyzing transportation impacts under CEQA. As part of this Resolution, the City adopted the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines*. The Napa Street Warehouse CEQA Transportation Impact Analysis Warehouse Scenario (January 2021), the Napa Street Warehouse CEQA Transportation Impact Analysis E-Commerce Scenario (January 2021), Napa Street Warehouse Traffic Impact Analysis (February 2021), Napa Street Warehouse Traffic Impact Analysis E-Commerce Scenario (March 2021), and Napa Street Warehouse CEQA Transportation Impact Analysis E-Commerce Scenario (April 2021) were prepared to analyze the Project. The CEQA VMT analyses were conducted in conformance with the recently adopted guidelines.

4.11.1 Scope of the Transportation Evaluation and New CEQA Requirements

In 2018, the California state legislature, in approving Senate Bill (SB) 743, directed the Office of Planning and Research (OPR) to develop guidelines for assessing transportation impacts based on vehicle miles traveled, or VMT. In response to SB 743, CEQA and its implementing guidelines (CEQA Guidelines) were significantly amended regarding the methods by which lead agencies are to evaluate a project's transportation impacts. As described in CEQA Guidelines Section 15064.3(a):

> *Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

As of July 1, 2020, all lead agencies, including the City, were required to implement the new SB 743 CEQA mandates and to analyze a project's transportation impacts using VMT. The "level of service" or "LOS" methodology can no longer be used under CEQA. In fact, a December 2019 Court of Appeal decision (*Citizens for Positive Growth & Preservation v. City of Sacramento (2019) 43 Cal.App.5th 609*), ruled that automobile delay (as measured solely by roadway capacity or traffic congestion using the traditional LOS methodology) cannot constitute a significant environmental impact under CEQA. Moreover, this decision applied to an EIR that was certified in 2015. With this decision, the courts were clear: congestion-based LOS analysis is no longer the recognized standard of review (except for informational and disclosure purposes), and lead agencies need to now adopt new thresholds and evaluate changes in VMT as caused by a project. Over the past year, lead agencies preparing CEQA documents have been in a transitional period as they begin to implement the new VMT analysis requirements.

The reason for these changes, in short, is to acknowledge that traditional operational or engineering solutions to traffic congestion that focus on accommodating the automobile – such as roadway widening – lead to unintended consequences. Inefficient land use, more VMT, exacerbated air pollutant and greenhouse gas (GHG) emissions and secondary effects of constructing roadway projects are part of the rationale behind SB 743. The State has therefore taken a bold step to pivot away from automobile-centered land planning, and to promote planning decisions and other trip reduction measures intended to reduce reliance on individual automobile trips in the course of daily living.

Understanding how the local roadway network functions from an engineering standpoint is still critical to local land use agencies to monitor traffic flow, identify safety issues, establish fees and manage congestion. However, for the purposes of evaluating environmental impacts under CEQA, the new regulations have removed congestion from the range of required subjects analyzed within CEQA documents. Similarly, and for different reasons, parking requirements were removed from the CEQA Guidelines several years ago.

Although this section of the EIR contains a VMT analysis and has been prepared based on these new requirements, additional information regarding the Project's trip generation and predicted trip distribution on the roadway network is provided as well. However, this analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – can no longer be considered a significant impact under CEQA.

4.11.2 Environmental Setting

Scoping Issues Addressed

During the Notice of Preparation (NOP) and EIR scoping process, comments were raised by the public regarding the Project's proximity to the planned development of the San Sevaine Trail and its construction adjacent to the Project site. Specific concerns included a proposed trail crossing for Napa Street and an

envisioned crossing at the existing Burlington Northern Santa Fe (BNSF)/Southern California Regional Rail Authority (SCRRA) (Metrolink) tracks via a grade-separated underpass. These issues are addressed consistent with CEQA requirements and to the extent that they may cause physical environmental effects. Related issues, such as design standards, are a function of plan review and compliance with the RCMC.

Additional comments were received regarding the social goals of the Southern California Association of Governments (SCAG) Regional Council's fully adopted Connect SoCal (September 2020). Connect SoCal, also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern in the region. Related issues, such as compliance with regional plans and goals, are a function of the City's long-range planning process, of which projects must demonstrate consistency.

Affected Environment

The Project would involve the development of a maximum of two buildings on a 34.61-acre (1,507,466 square feet [sf]) site along with parking, entrance, and landscaping improvements. Vehicular access provisions for the Project site would consist of four driveways, all on Napa Street. Depending on if the Project or Alternate Project is implemented, some driveways would be exclusively for vehicle traffic, with others providing access for both vehicles and trucks. All Project driveways would be unsignalized. A new public street is proposed along the western edge of the site (west of Building B under the Project and west of the main parking lot under the Alternate Project). The new public street would replace the existing driveway access from Napa Street to Aguilar Trucking, Inc. located north of the Project site at 8939 Etiwanda Ave. (APN 0229-291-55), and would include two driveways to the Project site for access to the parking lot from the west end of the Project site.

Regional access to the Project site is provided by Interstate (I)-10 to the south, State Route (SR) 210 to the north, and I-15 to the west and north. *Figure 4.11-1: Existing Roadway Network*, shows the existing roadway network in the vicinity of the Project.

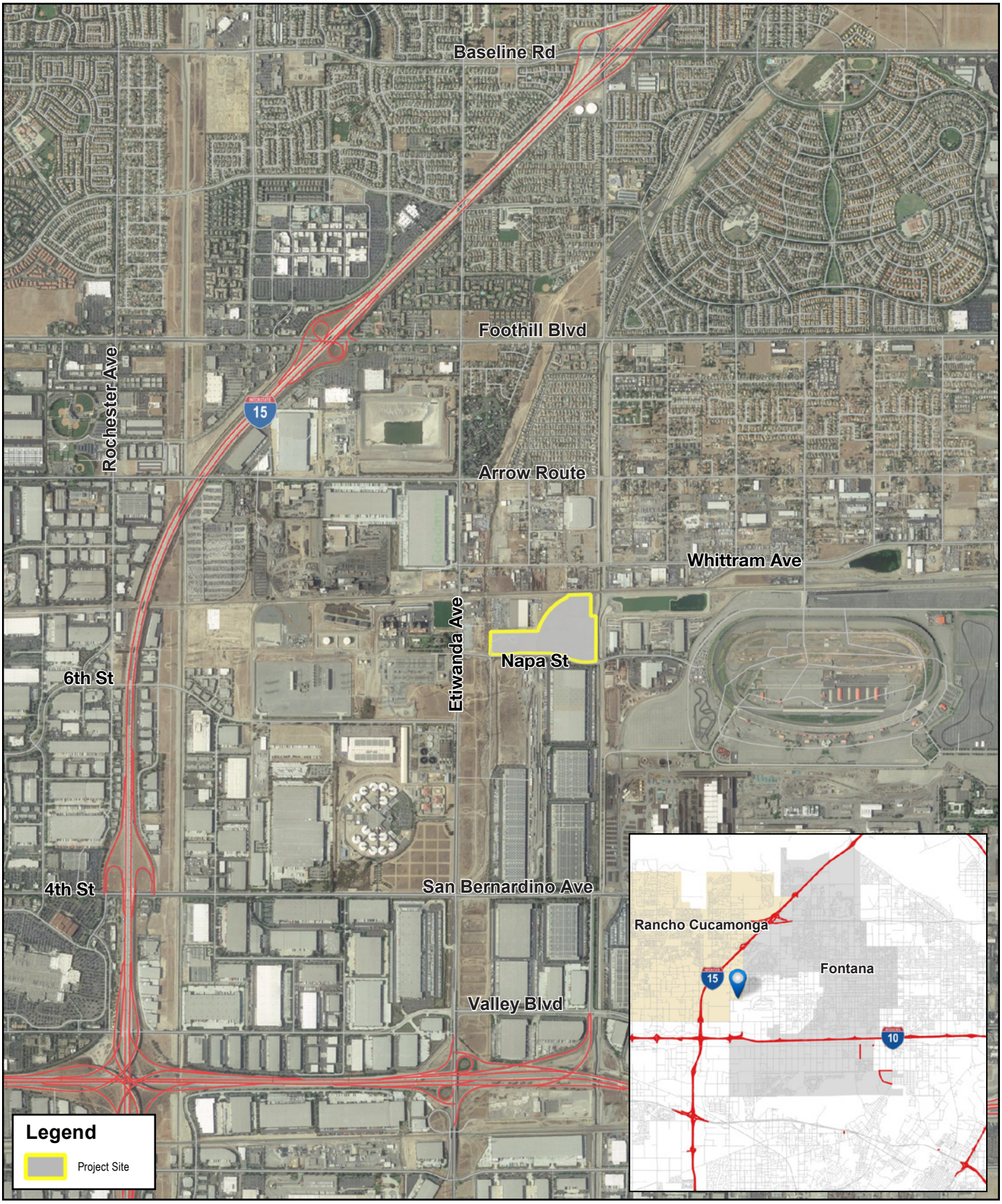


FIGURE 4.11-1: Existing Roadway Network
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

Existing Transportation System

Roadways

A description of the existing street system as of February 2021, within the vicinity of and serving the Project area is provided below.

Local access to and from the Project site is provided by the following roadways:

- **Foothill Boulevard** is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- **4th Street** is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- **Arrow Route** is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- **Whittram Avenue** is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- **Napa Street** is oriented in the east-west direction. It is a four-lane roadway in the analysis area.
- **6th Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- **Etiwanda Avenue** is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

Bus Service

The existing transit network near the Project site is shown in *Figure 4.11-2: Existing Transit Network*. OmniTrans transit lines provide transit service to many cities in San Bernardino County[1], and unincorporated San Bernardino County. Bus stops in the Project vicinity are located along Foothill Boulevard and San Bernardino Avenue. Route 66 travels along Foothill Boulevard. Route 61 travels along San Bernardino Avenue.

Route 61 serves Fontana and Pomona via Ontario. Popular destinations along Route 61 include Citizens Bank Arena, Fontana High School, Fontana Metrolink, Indian Hill Mall, Kaiser Hospital (Fontana), Ontario Civic Center, Ontario Convention Center, Ontario International Airport, Pomona Transit Center, San Bernardino County Department of Human Services (Ontario), South Fontana Transit Center, and West Valley Detention Center. Route 61 operates:

[1] OmniTrans (2020) *Transit Services.* Accessed on August 28th and retrieved from website: https://omnitrans.org/getting-around/transit-services/.

- **Weekdays:** from approximately 4:04 AM to 11:25 PM with approximately 10 to 40-minute intervals during peak times and intervals up to over an hour during non-peaks times.
- **Saturdays:** from approximately 4:20 AM to 10:37 PM with approximately 15 to 45-minute intervals during peak times and intervals up to over an hour during non-peaks times.
- **Sundays:** from approximately 5:35 AM to 7:37 PM with approximately 15 to 45-minute intervals during peak times and intervals up to approximately 40 minutes during non-peaks times.

Route 66 serves Fontana and Montclair via Foothill Boulevard. Popular destinations include Epicenter Stadium, Fontana Metrolink, Foothill Market Place, Montclair Civic Center, Montclair Metrolink, Montclair Plaza, Rancho Cucamonga. Civic Center, Rancho San Antonio Medical Center, San Antonio Hospital, Upland High School. Route 66 operates:

- **Weekdays:** from approximately 4:10 AM to 11:16 PM with approximately 15 to 30-minute intervals during peak times and intervals up to over an hour during non-peaks times.
- **Saturdays:** from approximately 5:47 AM to 10:10 PM with approximately 30 to 60-minute intervals during peak times and intervals up to over an hour during non-peaks times.
- **Sundays:** from approximately 6:30 AM to 8:07 PM with approximately 30 to 60-minute intervals during peak times and intervals up to an hour during non-peaks times.

The City's Transit Plan in the 2010 General Plan identifies two future major transit corridors – an east-west transit corridor along Foothill Boulevard and a north-south transit corridor along Haven Avenue. Bus Rapid Transit (BRT) would operate along these two corridors, forming the backbone of the bus transit service in the City. The San Bernardino County Transportation Authority (SBCTA) has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase would include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga. Phase II of the BRT would connect Ontario International Airport in Ontario to Kaiser Permanente Medical Center in Fontana. Future transit facilities, including the planned Rapid Transit stops on Haven Avenue and Foothill Boulevard are shown in *Figure 4.11-3: Planned Transit Network.*

Truck Routes

The City has designated certain roadways for the purpose of channeling large trucks through and within the City. The City also maintains these routes to establish a network that provides for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. The City's General Plan Figure CM-8 Truck Routes, identifies Arrow Highway, Foothill Boulevard, and 6th Street as the nearest major east/west truck routes and Etiwanda Avenue, Rochester Avenue, and Milliken Avenue as the nearest north/south truck routes.

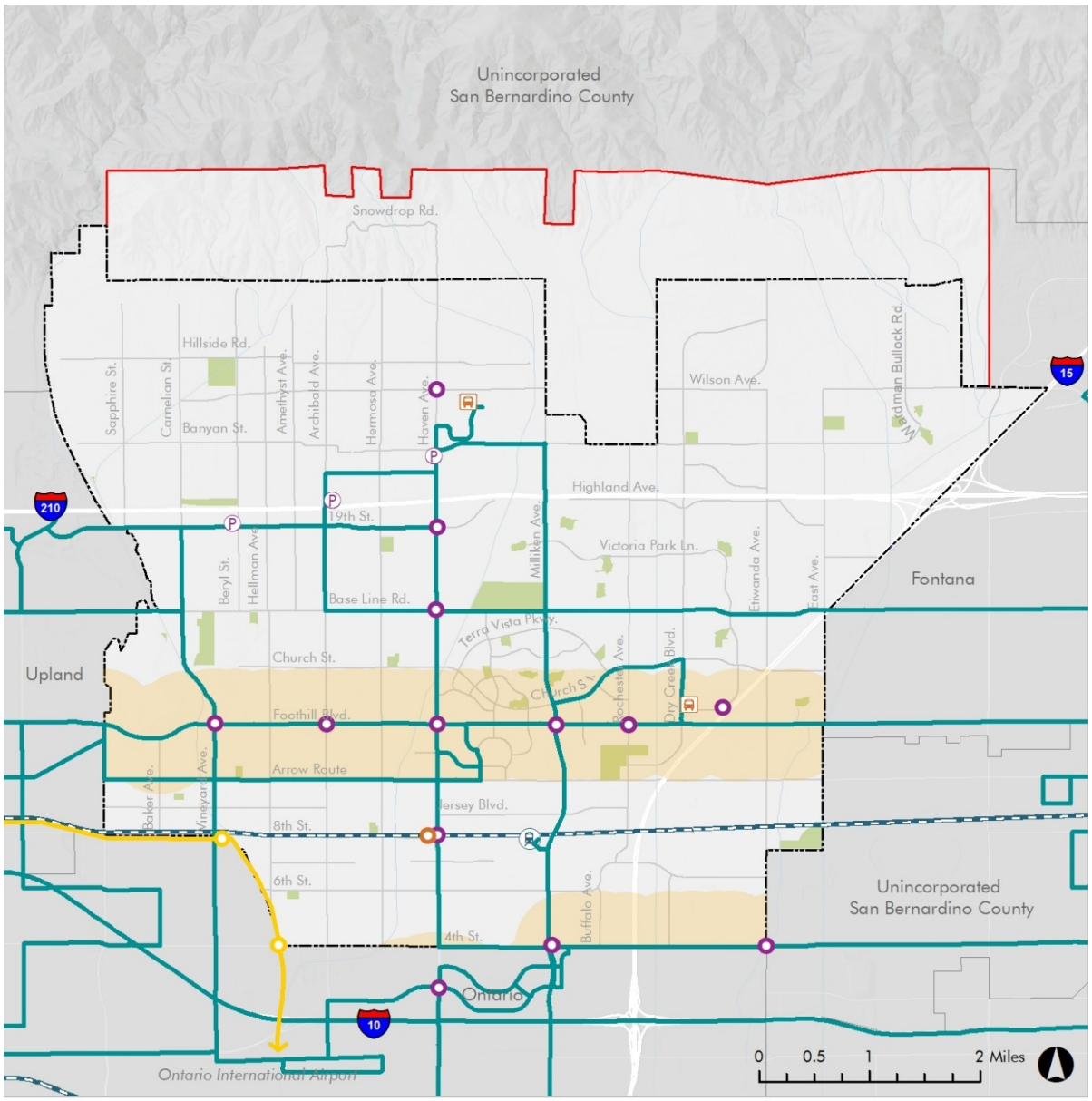
FIGURE 4.11-2: Existing Transit Network

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn



Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; SBCTA, 2020.

PLAN RC

- Bus Routes
- Transit Center
- Rapid Transit Stops (Planned)
- Potential Relocation of Metrolink Station
- Potential Gold Line Station
- Potential Gold Line
- Transit Priority Area
- Park & Ride
- Metrolink Station
- Metrolink
- Rancho Cucamonga City Limits
- Sphere of Influence
- Adjacent City Limits
- Parks
- Waterways

FIGURE 4.11-3: Planned Transit Network
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

Rail Lines and Commuter Rail Service.

The BNSF railway and Metrolink line are directly north of the Project site. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The Project area is served by the San Bernardino Line, which runs east west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the nearest Metrolink station to the Project site and is approximately 2.5 miles from the Project site.

Bicycle Facilities and Pedestrian Facilities

The City's bikeway network includes three types of facilities, which are discussed below:

Class I Bike Path. Class I facilities are bicycle trails or paths that are essentially off-street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.

Class II Bike Lane. Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a bike lane adjacent to a parking lane can be four feet in width. Bike lanes are exclusively for use by bicycles and include bike lane signage, special lane lines, and pavement markings as ways to delineate the right-of-way assigned to bicyclists along roadways.

Class III Bike Street. Class III bike streets provide for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway. Bike streets are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Within the Project area, Class II bike lanes exist on Foothill Boulevard and Arrow Route from San Sevaine Channel to the west of I-15 and on 6th Street, San Bernardino Avenue, and Valley Boulevard from Etiwanda Avenue to the west of I-15.

According to the City's General Plan, Class II bike lanes are proposed on Etiwanda Avenue from 4th Street/San Bernardino Avenue to north of Foothill Boulevard, and on Rochester Avenue from 6th Street to north of Foothill Boulevard. Pedestrian circulation in the Project area is provided by continuous sidewalks on both sides of Napa Street, which provides primary roadway access to the Project site.

The City published a Circulation Master Plan for Bicyclists and Pedestrians in May 2015 that recommended bicycle programs to improve facilities and make bicycle riding safer for users of all ages. The plan developed bicycle facilities network recommendations as well as additional suggestions on improving bicycle facilities, intersections, bicycle sharing, wayfinding, and bicycle parking. Pedestrian facility recommendations included sidewalk gap closures and high priority segments. Trail improvements included wayfinding, high visibility crosswalks, and sidewalk furniture. *Figure 4.11-4: Bike Network (Existing & Proposed)* illustrates the existing and proposed bicycle facilities near the Project area.

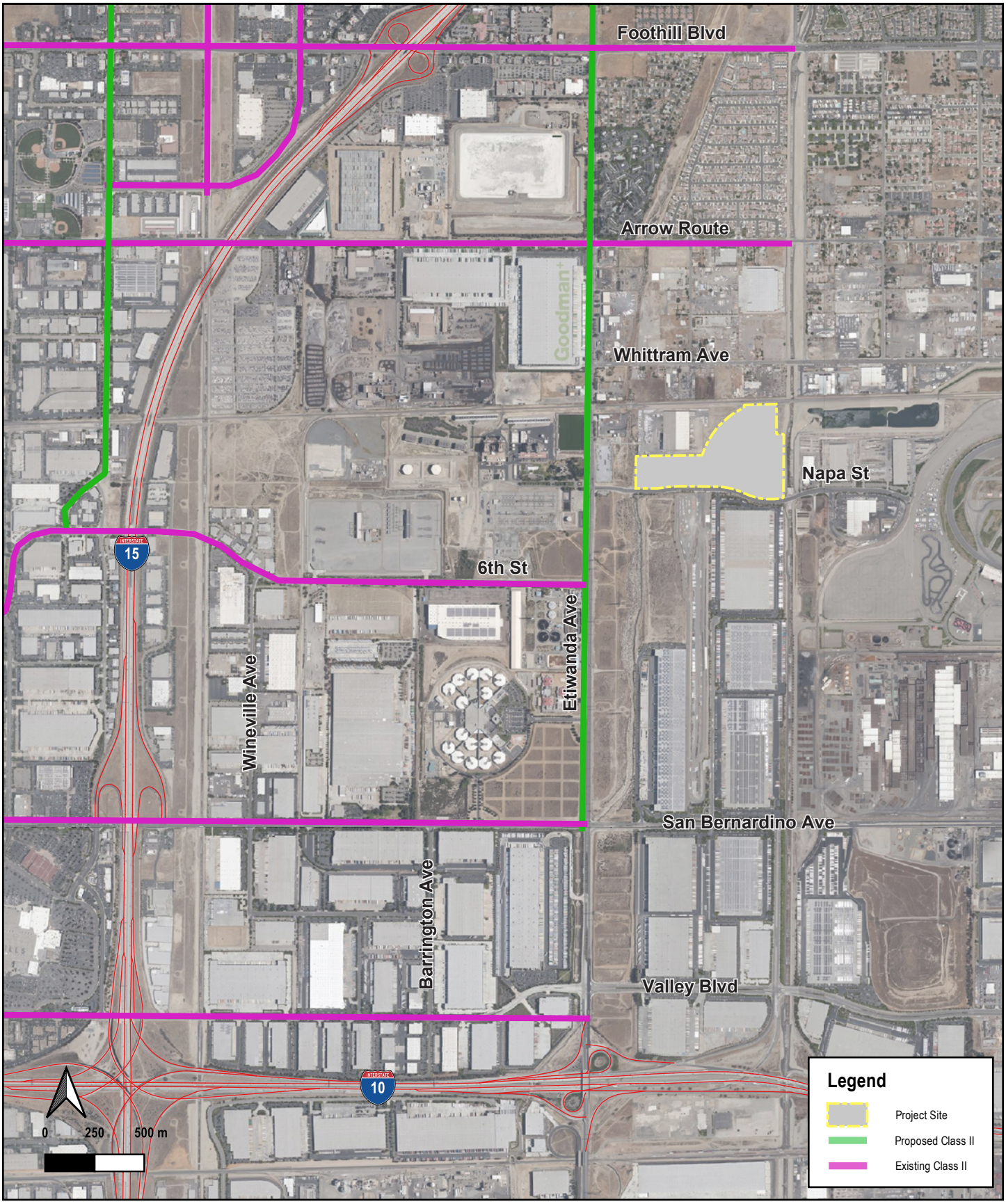


FIGURE 4.11-4: Bike Network-Existing & Proposed

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

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LOS Traffic Impact Analysis - For Informational Purposes Only

The TIA conducted by Translutions analyzed existing and forecasted traffic conditions associated with the Project located within the City. The Project site is bound by BNSF/Metrolink tracks to the north, the San Sevaine Channel to the east, Napa Street to the south, and East Etiwanda Creek to the west. The Project site is mainly undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site, overhead powerlines, and a railroad easement and rail spur. Area access to the Project site is provided via Napa Street, Etiwanda Avenue, San Bernardino Avenue, and Whittram Avenue. Direct access to the Project site is via Napa Street.

Existing Conditions Traffic Volumes

The TIA analyzed traffic operations at intersections according to the Highway Capacity Manual (HCM) 6th Edition delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes.

Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in *Table 4.11-1: Intersection Highway Capacity Manual Level of Service Criteria*, and include a brief description of each LOS letter grade, as well as the range of delays associated with each grade.

Table 4.11-1: Intersection Highway Capacity Manual Level of Service Criteria

Level of Service	Description	Signalized Delay (seconds)	Unsignalized Delay (seconds)
A	Operations with very low delay and most vehicles do not stop.	≤ 10.0	≤ 10.0
B	Operations with good progression but with some restricted movement.	> 10.0 to 20.0	>10.0 to 15.0
C	Operations where a significant number of vehicles are stopping with some backup and light congestion.	> 20.0 to 35.0	>15.0 to 25.0
D	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.	> 35.0 to 55.0	>25.0 to 35.0
E	Operations where there is significant delay, extensive queuing, and poor progression.	> 55.0 to 80.0	>35.0 to 50.0
F	Operations that is unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.	> 80.0	>50.0
V/C: volume-to-capacity.			
Source: Highway Capacity Manual 6th Edition, Chapter 19, page 16. Highway Capacity Manual 6th Edition, Chapter 20, Page 6.			

The City uses LOS D as the minimum LOS standard for intersection operations. However, in accordance with SB 743 which became effective July 1, 2020, LOS is no longer considered a potentially significant environmental impact under CEQA. Instead, a project must analyze VMT in order to assess a project's transportation impacts and find ways to mitigate additional VMT in compliance with CEQA. While a VMT analysis is included in this section, the LOS analysis is provided for informational purposes only, as additional delay to an intersection or roadway segment can no longer be considered a significant impact

under CEQA. The TIA analyzes LOS for the Project and Alternate Project from existing conditions (2021) to Year 2040, with and without Project implementation. See *Appendix H* for further discussion regarding the Project's impact on LOS at the intersections listed below.

Traffic Impact Analysis Study Area

The TIA and 100 Percent E-Commerce Scenario TIA study area and analyzed intersections were determined based on preliminary trip generation, trip distribution, and trip assignment estimates developed for the Project; knowledge of the study area; and input from consultation from City staff. The study area is consistent with the City's Traffic Impact Analysis Guidelines (June 2020) and the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP).

Study Intersections (Project)

Existing geometrics for Project study area intersections are shown in *Figure 4.11-5: Study Intersections*. Figure 19 of the TIA also shows the existing geometrics of the study intersections within the Project study area.

The following 12 intersections were analyzed based on trip generation, trip distribution, and consultation with City staff:

1. I-15 Southbound Ramps and 4th Street;
2. I-15 Northbound Ramps and 4th Street;
3. Wineville Avenue and 4th Street;
4. Barrington Avenue and 4th Street;
5. Etiwanda Avenue and Napa Street;
6. Etiwanda Avenue and 6th Street;
7. Etiwanda Avenue and 4th Street-San Bernardino Avenue;
8. Driveway 1 and Napa Street;
9. Driveway 2 and Napa Street;
10. Driveway 3 and Napa Street;
11. Driveway 4 and Napa Street; and
12. Driveway 5 and Napa Street.

In addition, *Table 4.11-2: Study Intersections Existing LOS (Project),* below summarizes existing study area intersections where count data was collected via the 12 intersections listed above and includes the jurisdiction where count data was collected (refer to Table M in the TIA).

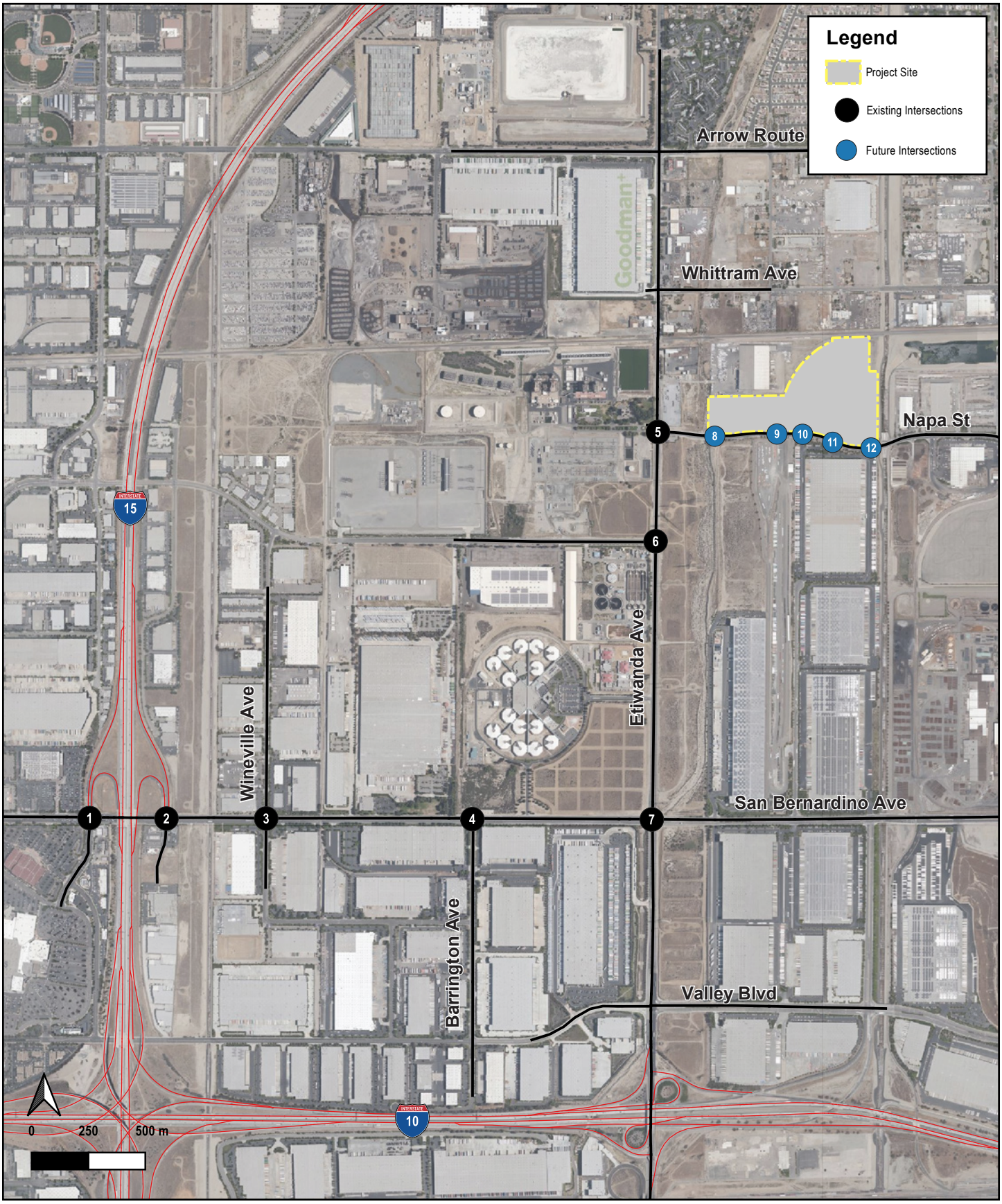

FIGURE 4.11-5: Study Intersections

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Table 4.11-2: Study Intersections Existing LOS (Project)

Intersection	Traffic Control	Jurisdiction	LOS Standard	Without Project			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1. I-15 Southbound Ramps and 4th Street	Signal	Caltrans	D	49.2	D	59.5	E
2. I-15 Northbound Ramps and 4th Street	Signal	Caltrans	D	30.6	C	33.6	C
3. Wineville Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	23.2	C	23.7	C
4. Barrington Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	9.8	A	9.6	A
5. Etiwanda Avenue and Napa Street	Signal	City of Rancho Cucamonga	D	46.4	D	52.3	D
6. Etiwanda Avenue and 6th Street	TWSC	City of Rancho Cucamonga	D	39.3	E	26.7	D
7. Etiwanda Avenue and 4th Street-San Bernardino Avenue	Signal	City of Rancho Cucamonga	D	37.2	D	37.6	D
8. Driveway 1 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
9. Driveway 2 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
10. Driveway 3 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
11. Driveway 4 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
12. Driveway 5 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
Notes: TWSC: two-way stopped-controlled							
Source: Translutions. (February 2021). Napa Street Warehouse Traffic Impact Analysis.							

As shown in *Table 4.11-2*, all study area intersections are currently operating at satisfactory LOS with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. peak hour)

For LOS conditions under future scenarios, see the TIA in *Appendix H*.

Study Intersections (Alternate Project)

Existing geometrics of the Project study area intersections for the Alternate Project are shown in *Figure 4.11-6: Study Intersections - Alternate Project*. Figure 13 of the TIA also shows existing lane geometrics stop controls for study intersections with the Project study area.

The following 22 intersections were analyzed based on trip generation, trip distribution, and consultation with City staff:

- I-15 Southbound Ramps and 4th Street;
- I-15 Northbound Ramps and 4th Street;
- Wineville Avenue and 4th Street;
- Barrington Avenue and 4th Street;
- Etiwanda Avenue and Foothill Boulevard;
- Etiwanda Avenue and Arrow Route;
- Etiwanda Avenue and Whittram Avenue;
- Etiwanda Avenue and Napa Street;
- Etiwanda Avenue and 6th Street;
- Etiwanda Avenue and 4th Street-San Bernardino Avenue;
- Etiwanda Avenue and Valley Boulevard;
- Etiwanda Avenue and I-10 Westbound Ramps;
- Etiwanda Avenue and I-10 Eastbound Ramps
- Driveway 1 and Napa Street;
- Driveway 2 and Napa Street;
- Driveway 3 and Napa Street;
- Driveway 4 and Napa Street;
- Driveway 5 and Napa Street;
- Haven Avenue and 4th Street;
- Milliken Avenue and 4th Street;
- Etiwanda Avenue and Miller Street; and
- Etiwanda Avenue and Slover Avenue.

Study area intersections for the Alternate Project are shown in *Table 4.11-3: Study Intersections Existing LOS (Alternate Project)* and includes the jurisdiction where count data was collected. (Refer to Table D: Existing Levels of Service of the TIA).

FIGURE 4.11-6: Study Intersections – Alternate Project

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Table 4.11-3: Study Intersections Existing LOS (Alternate Project)

Intersection	Traffic Control (a)	Jurisdiction	LOS Standard	Without Project			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1. I-15 Southbound Ramps and 4th Street	Signal	Caltrans	D	49.2	D	59.5	E
2. I-15 Northbound Ramps and 4th Street	Signal	Caltrans	D	30.6	C	33.6	C
3. Wineville Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	23.2	C	23.7	C
4. Barrington Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	9.8	A	9.6	A
5. Etiwanda Avenue/Foothill Boulevard	Signal	City of Rancho Cucamonga	D	58.7	E	54.1	D
6. Etiwanda Avenue/Arrow Route	Signal	City of Rancho Cucamonga	D	66.2	E	44.3	D
7. Etiwanda Avenue/Whittram Avenue	Signal	City of Rancho Cucamonga	D	>100	F	33.3	C
8. Etiwanda Avenue and Napa Street	Signal	City of Rancho Cucamonga	D	46.4	D	52.3	D
9. Etiwanda Avenue and 6th Street	TWSC	City of Rancho Cucamonga	D	39.3	E	26.7	D
10. Etiwanda Avenue and 4th Street-San Bernardino Avenue	Signal	City of Rancho Cucamonga	D	37.2	D	37.6	D
11. Etiwanda Avenue/Valley Boulevard	Signal	Ontario	D	13.9	B	13.4	B
12. Etiwanda Avenue/I-10 Westbound Ramps	Signal	Caltrans	D	12.9	B	9.1	A
13. Etiwanda Avenue/I-10 Eastbound Ramps	Signal	Caltrans	D	21.8	C	10.5	B
14. Driveway 1 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
15. Driveway 2 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
16. Driveway 3 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
17. Driveway 4 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
18. Driveway 5 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
19. Haven Avenue and 4th Street	Signal	City of Ontario	D	32.6	C	39.1	D
20. Milliken Avenue and 4th Street	Signal	City of Ontario	D	38.1	D	46.1	D
21. Etiwanda Avenue and Miller Street	Signal	City of Rancho Cucamonga	D	40.9	D	46.0	D
22. Etiwanda Avenue and Slover Avenue	Signal	City of Ontario	D	66.7	E	87.4	F

Notes: TWSC: two-way stopped-controlled

Source: Translutions. (February 2021). Napa Street Warehouse Traffic Impact Analysis

As shown in *Table 4.11-3*, all study area intersections are currently operating at satisfactory LOS with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour);
- Etiwanda Avenue/Foothill Boulevard (a.m. peak hour);
- Etiwanda Avenue/Arrow Route (a.m. peak hour); and
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour).
- Etiwanda Avenue/6th Street (a.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hour).

For LOS conditions under future scenarios, see the TIA in *Appendix H*.

Study Intersections (100 Percent E-Commerce Worst-Case Scenario)

Existing geometrics of the Project study area intersections for the 100 Percent E-Commerce Worst-Case Scenario are shown in *Figure 4.11-7: Study Intersections - 100 Percent E-Commerce Worst-Case Scenario.* Figure 3 of the E-Commerce Scenario TIA also shows existing lane geometrics stop controls for study intersections with the Project study area.

The following 23 intersections were analyzed based on trip generation, trip distribution, and consultation with City staff:

- I-15 Southbound Ramps and 4th Street;
- I-15 Northbound Ramps and 4th Street;
- Wineville Avenue and 4th Street;
- Barrington Avenue and 4th Street;
- Etiwanda Avenue and Foothill Boulevard;
- Etiwanda Avenue and Arrow Route;
- Etiwanda Avenue and Whittram Avenue;
- Etiwanda Avenue and Napa Street;
- Etiwanda Avenue and 6th Street;
- Etiwanda Avenue and 4th Street-San Bernardino Avenue;
- Etiwanda Avenue and Valley Boulevard;
- Etiwanda Avenue and I-10 Westbound Ramps;
- Etiwanda Avenue and I-10 Eastbound Ramps
- Driveway 1 and Napa Street;
- Driveway 2 and Napa Street;
- Driveway 3 and Napa Street;
- Driveway 4 and Napa Street;

- Driveway 5 and Napa Street;
- Haven Avenue and 4th Street;
- Milliken Avenue and 4th Street;
- Etiwanda Avenue and Miller Street;
- I-15 Southbound Ramps and Foothill Boulevard; and
- I-15 Northbound Ramps and Foothill Boulevard.

Study area intersections for the 100 Percent E-Commerce Worst-Case Scenario are shown in *Table 4.11-4: Study Intersections Existing LOS (100 Percent E-Commerce Worst-Case Scenario)* and includes the jurisdiction where count data was collected. (Refer to Table F: Existing Intersection Levels of Service of the E-Commerce Scenario TIA).

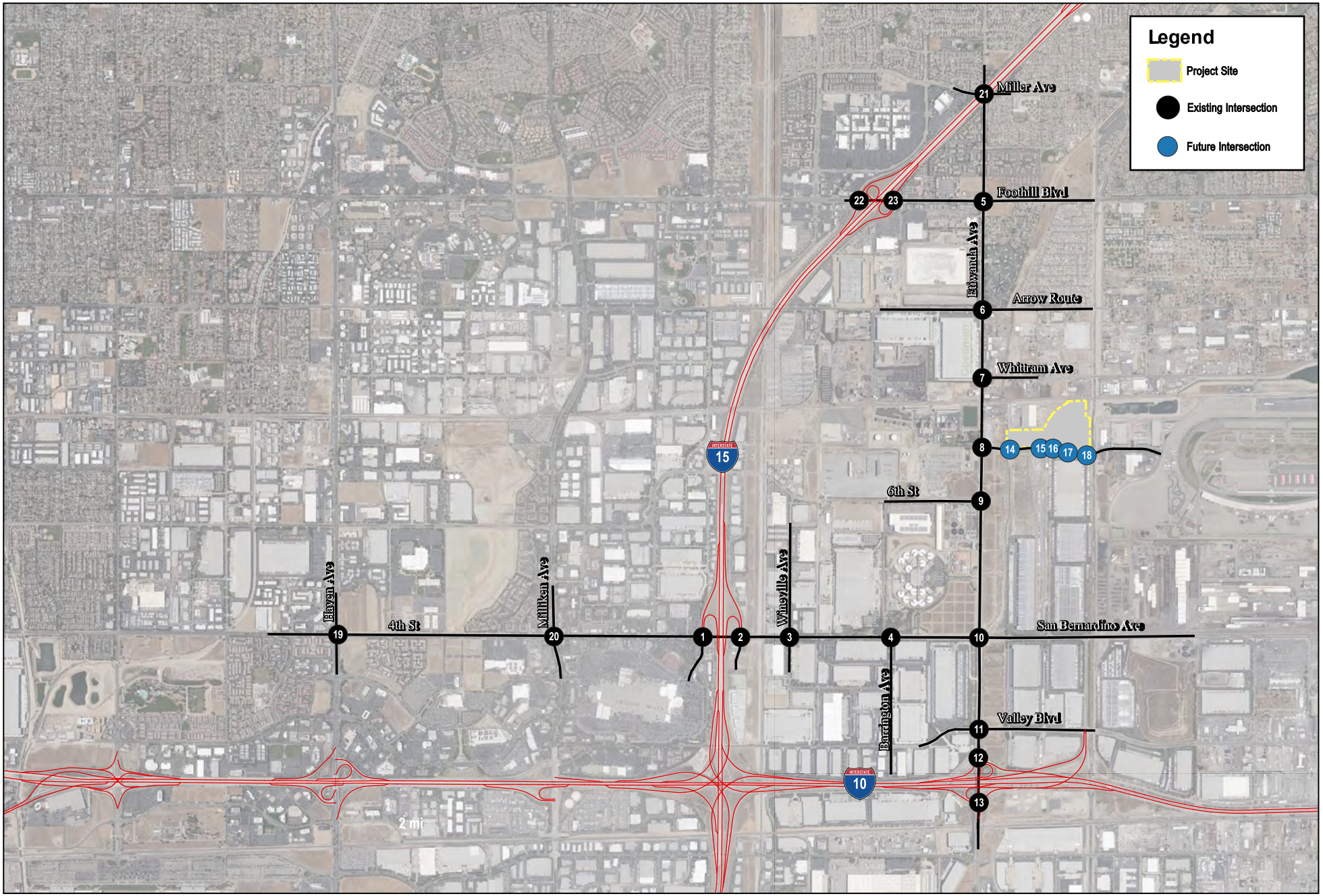

FIGURE 4.11-7: Study Intersections –100 Percent E-Commerce Worst-Case Scenario

Speedway Commerce Center

City of Rancho Cucamonga

Not to scale

Kimley»Horn

Table 4.11-4: Study Intersections Existing LOS (100 Percent E-Commerce Worst-Case Scenario)

Intersection	Traffic Control (a)	Jurisdiction	LOS Standard	Without Project			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1. I-15 Southbound Ramps and 4th Street	Signal	Caltrans	D	49.2	D	59.5	E
2. I-15 Northbound Ramps and 4th Street	Signal	Caltrans	D	30.6	C	33.6	C
3. Wineville Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	23.2	C	23.7	C
4. Barrington Avenue and 4th Street	Signal	City of Rancho Cucamonga	D	9.8	A	9.6	A
5. Etiwanda Avenue/Foothill Boulevard	Signal	City of Rancho Cucamonga	D	58.7	E	54.1	D
6. Etiwanda Avenue/Arrow Route	Signal	City of Rancho Cucamonga	D	66.2	E	44.3	D
7. Etiwanda Avenue/Whittram Avenue	Signal	City of Rancho Cucamonga	D	>100	F	33.3	C
8. Etiwanda Avenue and Napa Street	Signal	City of Rancho Cucamonga	D	46.4	D	52.3	D
9. Etiwanda Avenue and 6th Street	TWSC	City of Rancho Cucamonga	D	39.3	E	26.7	D
10. Etiwanda Avenue and 4th Street-San Bernardino Avenue	Signal	City of Rancho Cucamonga	D	37.2	D	37.6	D
11. Etiwanda Avenue/Valley Boulevard	Signal	Ontario	D	13.9	B	13.4	B
12. Etiwanda Avenue/I-10 Westbound Ramps	Signal	Caltrans	D	12.9	B	9.1	A
13. Etiwanda Avenue/I-10 Eastbound Ramps	Signal	Caltrans	D	21.8	C	10.5	B
14. Driveway 1 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
15. Driveway 2 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
16. Driveway 3 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
17. Driveway 4 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
18. Driveway 5 and Napa Street	TWSC	City of Rancho Cucamonga	D	Future Intersection			
19. Haven Avenue and 4th Street	Signal	City of Ontario	D	32.6	C	39.1	D
20. Milliken Avenue and 4th Street	Signal	City of Ontario	D	38.1	D	46.1	D
21. Etiwanda Avenue and Miller Street	Signal	City of Rancho Cucamonga	D	40.9	D	46.0	D
22. I-15 Southbound Ramps/Foothill Blvd.	Signal	Caltrans	D	10.8	B	13.7	B
23. I-15 Northbound Ramps/Foothill Blvd.	Signal	Caltrans	D	22.2	C	21.9	C

Notes: TWSC: two-way stopped-controlled

Source: Translutions. (March 2021). Napa Street Warehouse Traffic Impact Analysis E-Commerce Scenario.

As shown in *Table 4.11-4*, all study area intersections are currently operating at satisfactory LOS with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour);
- Etiwanda Avenue/Foothill Boulevard (a.m. peak hour);
- Etiwanda Avenue/Arrow Route (a.m. peak hour); and
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. peak hour).

For LOS conditions under future scenarios, see Table G the E-Commerce Scenario in the TIA.

4.11.3 Regulatory Setting

Federal

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination toward people with disabilities and guarantees that they have equal opportunities as the rest of society to become employed, purchase goods and services, and participate in government programs and services. The ADA includes requirements pertaining to transportation infrastructure. The Department of Justice's revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities.

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal State standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City of Rancho Cucamonga uses the CA-MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

Surface Transportation Assistance Act Routes (STAA – Federal Designation)

The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks, referred to as STAA trucks that comply with maximum length and wide requirements, to operate on routes that are part of the National Network. The National Network includes the Interstate Highway System and other designated highways that were a part of the Federal-Aid Primary System on June 1, 1991; states are encouraged, however, to allow access for STAA trucks on all highways.

State

California Transportation Development Act

The Mills-Alquist-Deddeh Act (SB 325) (also known as the Transportation Development Act [TDA]) was enacted in 1971 to improve public transportation services and encourage regional transportation coordination. This law provides funding to be allocated to transit- and non-transit-related purposes that comply with regional transportation plans. The TDA provides two funding sources: 1) the Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide, and 2) the State Transit Assistance fund (STA), which is derived from the statewide sales tax on diesel fuel.

California Department of Transportation

The California Department of Transportation (Caltrans) oversees the state's highway system. Caltrans is the public agency responsible for designing, building, operating, and maintaining the state's highway system, which consists of freeways, highways, expressways, toll roads, and the area between the roadways and property lines. Caltrans is also responsible for permitting and regulating the use of state roadways. Caltrans' construction practices require temporary traffic control planning during activities that interfere with the normal function of a roadway.

Sustainable Communities Strategies: Senate Bill 375 – Climate Protection Act of 2008

SB 375 focuses on coordinating land use and transportation planning in order to reduce GHG emissions to help California meet its GHG reduction goals established in Assembly Bill (AB) 32. SB 375 also includes provisions for streamlined CEQA review for some infill projects, such as Transit-Oriented Developments (TODs). SB 375 requires that RTPs developed by Metropolitan Planning Organizations (MPOs) incorporate a "sustainable communities strategy" that would achieve GHG emission reduction targets set by the California Air Resources Board (CARB). SCAG is the MPO for San Bernardino County and five other counties (Imperial, Los Angeles, Orange, Riverside, and Ventura counties). SCAG's Federal Transportation Improvement Program (FTIP) is a listing of multi-modal transportation projects proposed over a six-year period for the SCAG region. The FTIP projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, active transportation, signal synchronization, intersection improvements, freeway ramps, etc. The FTIP is prepared to implement projects and programs listed in the RTP/SCS and is developed in compliance with state and federal requirements. The San Bernardino County Transportation Commissions has the responsibility under State law of proposing their county program, using current RTP/SCS policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From their lists, SCAG develops the FTIP based on consistency with the current RTP/SCS, inter-county connectivity, financial constraint and conformity determination.[2]

California Complete Streets Act of 2008

The California Complete Streets Act requires that the circulation elements of local general plans accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in manners that are suitable to applicable rural, suburban, or urban contexts. Users

[2] http://ftip.scag.ca.gov/Pages/2019/adopted.aspx (Accessed August 29, 2020)

are defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and riders of public transportation.

SB 743 – Update to the CEQA Guidelines for Transportation Impacts

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The changes to the Guidelines were approved by the Office of Administrative Law and are now in effect. The updated guidelines shift traffic analysis from delay and operations to VMT when evaluating transportation impacts under CEQA. This change in methodology is a result of SB 743, which was signed into law in September 2013. SB 743 created a process to change the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 required the Governor's OPR to amend the CEQA guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses.

Measurements of transportation impacts may include VMT, VMT per capita, automobile trip generation rates, or automobile trips generated. According to SB 743, projects should aim to reduce VMT and mitigate potential VMT impacts through the implementation of transportation demand management (TDM) strategies. By July 1, 2020, all CEQA lead agencies must analyze a project's transportation impacts using VMT. Specific to SB 743, Section 15064.3(c) states, "The provisions of the section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide." In order to implement these new CEQA guidelines, each lead agency will need to identify their preferred VMT metric; VMT methodology; VMT impact significance threshold; and VMT mitigation Scenarios. However, Section 15007(d) also states, "Public agencies shall comply with new requirements in amendments to the Guidelines beginning with the earlier of the following dates: (1) The effective date of the agency's (City's) procedures amended to conform to the new Guideline amendments; or (2) The 120th day after the effective date of the Guideline amendments giving the City a grace period of 120 days following the July 1st date for the City to implement the new VMT CEQA guidelines."

In developing the new CEQA guidelines, the OPR prepared a Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The final version of the Technical Advisory is dated December 2018 and provides guidance for local jurisdictions in developing methodologies and thresholds for evaluating VMT.

The City has adopted VMT thresholds of significance for determining the significance of transportation impacts consistent with City of Rancho Cucamonga Traffic Impact Analysis Guidelines (updated June 2020).

California Manual on Uniform Traffic Control Devices

On November 2014, Caltrans replaced the Caltrans Traffic Manual with the 2014 California MUTCD. Part 6 of the 2014 MUTCD covers temporary traffic controls. The CA-MUTCD covers every aspect of temporary traffic control on state and county highways including taper, diversions and detours, hand signaling controls, barricades, lighting devices, and sign placements.

California Department of Transportation State Transportation Improvement Program

The Caltrans State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System that is funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The programming cycle begins with the release of a proposed fund estimate in July of odd-numbered years, followed by California Transportation Commission (CTC) adoption of the fund estimate in August (odd years). The fund estimate serves to identify the amount of new funds available for the programming of transportation projects. Once the fund estimate is adopted, Caltrans and the regional planning agencies prepare transportation improvement plans for submittal by December 15th (odd years). Caltrans prepares the Interregional Transportation Improvement Plan (ITIP) and regional agencies prepare Regional Transportation Improvement Plans (RTIPs). Public hearings are held in January (even years) in both northern and southern California. The STIP is adopted by the CTC by April (even years).[3]

Regional

Regional Transportation Plan/Sustainable Communities Strategy

As the metropolitan planning organization for the region's six counties and 191 cities, the Regional Council of SCAG is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020–2045 RTP/SCS). Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies 10 goals that fall into four categories: economy, mobility, environment and healthy/complete communities. The RTP/SCS is discussed further in *Section 4.9, Land Use and Planning*, of this Draft EIR.

San Bernardino County Congestion Management Program

The SBCTA is San Bernardino's Congestion Management Agency (CMA). SBCTA prepares, monitors and periodically updates the County CMP to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, LOS standards and related procedures; the process for mitigation of impacts of new development on the transportations system, and technical justification for the approach.

Measure I Strategic Plan

Measure I authorizes a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. San Bernardino County voters first approved the measure in 1989 and in 2004 overwhelmingly approved the extension through 2040. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan[4] is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal

[3] Caltrans. (2019). *State Transportation Improvement Program (STIP)*. Retrieved from Caltrans Website: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program. Accessed September 17, 2019.

[4] San Bernardino Associated Governments, Measure I 2010-2040 Strategic Plan (revised September 2017), accessed February 2020, https://www.gosbcta.com/wp-content/uploads/2019/09/MeasureIStrategicPlan-Part1-rev0917.pdf

transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

Local

City of Rancho Cucamonga General Plan 2010

Community Mobility Element[5]

The Community Mobility Element of the City's General Plan includes goals and policies that would be applied to the Project related to traffic. This element represents the City's overall circulation/ transportation plan to accommodate the movement of people and products throughout the City.

Goal CM-2 ***Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.***

Policy CM-2.3 Support the use of hybrid, electric, and low/zero-emission vehicles.

Policy CM-2.5 Establish priority parking locations for hybrid, electric, and low/zero-emission, and alternative fuel vehicles.

Policy CM-2.6 Accommodate charging and fueling station for alternative fuel vehicles, and put forth strong efforts to have charging facilities provided at employment centers.

Policy CM-2.7 Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.

Goal CM-3 ***Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.***

Policy CM-3.6 In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

Policy CM-3.10 Continue to complete the installation of sidewalks and require new development to provide sidewalks.

Policy CM-3.12 Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.

Goal CM-5 ***Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.***

[5] City of Rancho Cucamonga. (2010). *Rancho Cucamonga General Plan 2010, Community Mobility Element.* Retrieved from Rancho Cucamonga Planning Staff. Accessed October 13, 2020.

Policy CM-5.1 Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.

Policy CM-5.2 Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.

Policy CM-5.3 Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.

Policy CM-5.4 Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on-site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City would encourage such developments to provide bicycle facilities including showers and changing rooms.

Title 10 of the Municipal Code

Title 10 of the Rancho Cucamonga Municipal Code specifically addresses vehicles and traffic in the City. This regulation establishes a traffic enforcement division within the San Bernardino County Sheriff's Department (SBCSD) to enforce the street traffic regulations of the City and State vehicle laws. It also outlines the responsibilities of the City Traffic Engineer, advisory traffic committee, SBCSD and Fire Departments as they relate to traffic regulations and their enforcement.

Title 10 includes speed limits on various streets in the City, designates one-way streets and alleys, stop-controlled streets; identifies driving rules, pedestrian rights and duties, and restrictions on stopping, standing and parking; establishes permit parking districts and truck routes; and contains other regulations that promote public safety on streets, sidewalks and driveways.

Designated truck routes are limited to major and secondary arterials where trucks may travel and prevent trucks from utilizing local streets in residential neighborhoods.

Citywide System Fees for Transportation Development

As noted above, the City has adopted a DIF program to fund transportation system improvements in and near the City. Chapter 3.28 of the City's Municipal Code contains the ordinance that spells out the DIF program and determination of fair-share costs for needed improvements. The fees would finance the improvement or construction of roadways and bridges that would mitigate traffic impacts of new development and redevelopment in the City, based on the Nexus Improvement Program.

The developer may be granted a credit against the DIF that would otherwise be charged to the project when (1) a developer constructs a roadway improvement that is larger in size, length, or capacity over that needed by the development and (2) the construction is necessary to ensure efficient and timely

construction of the facility. If reimbursement is needed, the amount available in any year shall be at the discretion of the City Engineer.

As part of this program, the City requires new development to conduct a TIA to determine the number of trips that would be generated by the development and the improvements needed to serve the development. The traffic analysis serves as the basis for determination of any necessary transportation system improvements that should be constructed as part of the development.

Transportation Demand Management Standards

Section 17.78.020 – Transportation Demand Management of the City's Development Code is to encourage large employers to implement programs to reduce the number of single-occupancy vehicle commuters on the roads. Industrial developments of 200,000 square feet or greater are required to implement a number of measures that are intended to reduce traffic congestion and air quality impacts. The ordinance requires the provision of passenger loading areas, preferential parking for carpooling, requires the provision of a shower facility for a project that has at least 200 employees, video conferencing etc.

General Design Guidelines

The following two Design Guideline sections were evaluated for the Project related to access and circulation design that provide a safe and efficient system for vehicles and pedestrians: Section 17.122.030 – Commercial, Office and Industrial Development. The guidelines address points of access, reduction of conflicts between vehicular and pedestrian traffic, minimal impacts on adjacent properties, adequate maneuvering areas, separation of vehicular and pedestrian traffic, and interconnected public and private sidewalks. Section 17.120.020 – Site Plan design addresses access/circulation, pedestrian access, screening, and transit improvements including bus shelters and bus pullouts.

4.11.4 Standards of Significance

The following significance criteria for transportation were derived from the Environmental Checklist in the CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

Approach to Analysis

The following analysis of impacts on transportation examines the Project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above for both the Project and the Alternate Project. For each criterion, the analyses are generally divided into two main categories for the Project and Alternate Project: (1) construction impacts and (2) operational impacts. Impact conclusions for the Project and Alternate Project consider the potential

for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

Baseline conditions and impact analyses are based on the *Napa Street Warehouse Traffic Impact Analysis* (2021); field observations conducted by Kimley-Horn and subconsultants; review of Project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including review of relevant local planning documents. The determination that a Project component would or would not result in "substantial" adverse effects on transportation considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the Project's components.

Low VMT Area Screening

The City's Traffic Impact Analysis Guidelines, adopted June 2020, identifies that employment-related land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per worker that is similar to the existing land uses in the low VMT area. A low VMT area is defined as an individual traffic analysis zone (TAZ) where VMT per employee is lower than the City average daily VMT per Employee. Refer to Impact 4.11-2 below for further information.

4.11.5 Project Impacts and Mitigation

Impact 4.11-1: ***Would the Project conflict with a program, plan, ordinance or policy, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Level of Significance: Less Than Significant Impact

Construction

The Project would be consistent with SB 375 by complying with SCAG's RTP, and the SBCTA's CMP. The Project would comply with the Complete Streets Act of 2008 by being consistent with the City's General Plan. The Complete Streets Act of 2008 requires that General Plans accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to applicable rural, suburban, or urban contexts. The Act defines users to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and riders of public transportation.

The majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site, overhead powerlines, and a railroad easement and rail spur. The railroad easement and rail spur extend from the center, southern portion of the site and curves towards the northeast corner property line. The site does not include any pedestrian, bicycle, or public transit facilities. Located on the western edge of the Project site is an existing road that provides access to the property to the north and is associated with the adjacent utility corridor. This private road will be replaced with a public street constructed just west of Building B and east of East Etiwanda Creek and will provide access to the property to the north and the Project site. According to *Figure 3-6: Site Plan,* construction of the Project would provide newly paved internal roads to provide circulation throughout the Project site, including Buildings A and B.

Construction of the Project would require off-site circulation improvements to support operations through 2040. For opening year (2022), circulation improvements would include:

- **I-15 Southbound Ramps/4th Street** – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. These improvements are included in the SBCTA Development Mitigation Nexus Study.

For year 2040, the following circulation improvements would be required:

- **I-15 Southbound Ramps/4th Street** – Same as opening year 2022 described above.
- **Etiwanda Avenue/Napa Street** – Add overlap phasing to the westbound right-turn lane.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. These improvements are included in the SBCTA Development Mitigation Nexus Study.

Construction of offsite improvements may be necessary as part of this project and would include the installation of a new signal at Etiwanda Avenue and 6th Street and phasing to existing turn lanes. Construction impacts would be limited to the intersections during the duration of the construction activity and improvements would be reviewed by the City of Rancho Cucamonga and appropriate transit agencies prior to construction activities. Furthermore, construction would be required to comply with necessary permitting requirements to limit impacts to traffic and circulation during construction activities. Improvements would generally occur within the improved right-of-way and therefore minimal impacts to biological resources, cultural resources, and air quality is expected to occur. The eastern edge of Etiwanda Avenue, adjacent to the intersection of 6th Street and Etiwanda Avenue, is currently unimproved and is adjacent to an existing Southern California Edison (SCE) parcel and corridor. The SCE parcel and right-of-way is currently highly disturbed, as the area is traversed with service roads and disked for maintenance in association with the power lines.

Alternate Project

As discussed above for the Alternate Project, the majority of the Project site is presently vacant and undeveloped, with the exception of asphaltic concrete driveways in the western portion of the site, overhead powerlines, and a railroad easement and rail spur. According to *Figure 3-7: Alternate Project Site Plan,* construction of the Project would provide newly paved internal roads to provide circulation throughout the Project site, including Building A and expanded parking facilities. The Alternate Project would provide approximately 1,456 auto stalls (versus 380 auto stalls for the Project) instead of a new Building B, as illustrated in *Figure 3-7*.

Construction of the Alternate Project would require off-site circulation improvements to support operations through 2040. For opening year (2022), circulation improvements would include the following:

- **I-15 Southbound Ramps/4th Street** – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes.

- **Etiwanda Avenue/Arrow Route** – Re-stripe the north leg approach to include a second southbound left-turn lane.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing and add overlap phasing to the westbound right-turn lane.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. These improvements are included in the SBCTA Development Mitigation Nexus Study.
- **Haven Avenue/4th Street**– Optimize the signal cycle length.
- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes.
- **Etiwanda Avenue/Slover Avenue** – Add a second southbound left-turn lane, a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, and a westbound right-turn lane with overlap phasing. These improvements are consistent with planned project between the City of Fontana and City of Ontario.

For year 2040, circulation improvements would include the following:

- **I-15 Southbound Ramps/4th Street** – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes.
- **Etiwanda Avenue/Arrow Route** – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing and add overlap phasing to the westbound right-turn lane.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. These improvements are included in the SBCTA Development Mitigation Nexus Study.
- **Etiwanda Avenue/I-10 Eastbound Ramps**- Re-stripe the eastbound left-turn land to a dedicated right tun land.
- **Haven Avenue/4th Street**– Add a northbound through lane.
- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes.
- **Etiwanda Avenue/Slover Avenue** – Add northbound through lane, a second southbound left-turn lane, a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, an eastbound right-turn land with overlap phasing, and a westbound right-turn lane with overlap

phasing. These improvements are consistent with planned project between the City of Fontana and City of Ontario.

Construction of offsite improvements under the Alternate Project may be necessary as part of this project and would include the installation of a new signal at Etiwanda Avenue and 6th Street, phasing to existing turn lanes, and restriping to accommodate the intersection improvements. Construction impacts would be limited to the intersection during the duration of the construction activity and improvements would be reviewed by the City of Rancho Cucamonga and appropriate transit agencies prior to construction activities. Furthermore, construction would be required to comply with necessary permitting requirements to limit impacts to traffic and circulation during construction activities, as described above.

100 Percent E-Commerce Worst-Case Scenario Project

As discussed above, the 100 Percent E-Commerce Worst-Case Scenario assumes that the 2 warehouse buildings (Building A and Building B) would be occupied by 100 Percent E-Commerce use. All improvements as described for the Project are assumed for this scenario as described above and in *Section 3.0, Project Description*.

Construction of the 100 Percent E-Commerce Worst-Case Scenario would require off-site circulation improvements to support operations through 2040. For opening year (2022), circulation improvements would include the following:

- **I-15 Southbound Ramps/4th Street** – Add a third eastbound left-turn lane. This improvement was included in the Empire Lakes/IASP Sub Area 18 project. This improvement would require additional right-of-way and the re-alignment of the eastbound through receiving lanes. Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Arrow Route** – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase and a northbound through lane. The northbound through lane is included in the Etiwanda Grade Separation project and is included in the year 2040 base year intersection geometrics. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing, add overlap phasing to the westbound right-turn lane and add a second westbound left-turn lane.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing

unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study.

- **Haven Avenue/4th Street** – Optimize the signal cycle length. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.

For year 2040, circulation improvements would include the following:

- **I-15 Southbound Ramps/4th Street** – Add a third eastbound left-turn lane. This improvement was included in the Empire Lakes/IASP Sub Area 18 project. This improvement would require additional right-of-way and the re-alignment of the eastbound through receiving lanes. Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing and a second northbound left-turn lane. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Arrow Route** – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing, add overlap phasing to the westbound right-turn lane, and add a second westbound left-turn lane.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Etiwanda Avenue/I-10 Eastbound Ramps**- Re-stripe the eastbound left-turn lane to a dedicated right-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Haven Avenue/4th Street** – Add a northbound through lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.
- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations.

Construction and Operations Impacts – Off-site Circulation Improvements

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Additional right-of-way necessary to improve the intersections addressed above could result in construction and operational impacts to environmental resources, including but not limited to air quality, biological resources, and cultural resources. The above referenced street improvements may be necessary to be constructed as part of this project, although these improvements are not considered mitigation for purposes of the project evaluation under CEQA because they are intended to mitigate impacts on automobile delay. In an abundance of caution, this EIR assumes the improvements will be constructed as part of the project or in the future by the City or the applicant, which could result in construction of operational impacts to environmental resources including but not limited to air quality, biological resources and cultural resources.

Operations

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

The Project would be required to comply with the Complete Street Act of 2008, as well as goals and policies from the City's GP Community Mobility Element which pertain to the City's circulation system. These are described in *Table 4.11-5: General Plan Consistency – Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario.*

Table 4.11-5: General Plan Consistency – Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

General Plan Policy	Project Consistency
COMMUNITY MOBILITY ELEMENT	
Goal CM-2: Plan, implement, and operate transportation facilities to support healthy and sustainable community objectives.	
Policy CM-2.1: Facilitate bicycling and walking Citywide.	**Consistent.** The Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario Project would provide the required improvements and transit amenities including necessary bus facilities, bike facilities and shade structures, as appropriate.
Policy CM-2.2: Encourage all feasible measures to reduce total vehicle miles traveled by automobiles, including enhanced transit access and land use approaches that provide compact and focused development long major transit corridors**.**	**Consistent.** Refer to the rest of Impact 4.11-1 that discusses the Project, Alternate Project's, and 100 Percent E-Commerce Worst-Case Scenario's impacts on the City's existing traffic and circulation system. It is not anticipated for the Project to create a significant impact to the existing transportation and public transit system and the Project would construct improvements or fair share contributions to help minimize impacts to the intersections discussed above. The Project would provide amenities including 7-foot wide sidewalks, off-street bicycle parking, necessary bus facilities, and shade structures, as appropriate.
Policy CM-2.3: Support the use of hybrid, electric, and low/zero-emission vehicles.	**Consistent.** The Project and 100 Percent E-Commerce Worst-Case Scenario would provide 38 clean air vehicle parking stalls.

General Plan Policy	Project Consistency
Policy CM-2.5: Establish priority parking locations for hybrid, electric, and low/zero-emission, and alternative fuel vehicles.	Clean air vehicle conduit for future electric vehicle (EV) parking would also be provided at 30 stalls. The Alternate Project would provide 29 clean air vehicle parking stalls. Clean air vehicle conduit for future EV parking would also be provided at 30 stalls. The clean air vehicle stalls would directly abut each building(s) frontage and be located closest to the main entrance(s), along with handicap parking. See *Figure 3-6* for the Project site plan and *Figure 3-7* for the Alternate Project site plan.
Policy CM-2.6: Accommodate charging and fueling station for alternative fuel vehicles and put forth strong efforts to have charging facilities provided at employment centers.	
Policy CM-2.7: Require new developments of more than 100 employees (per building or per tenant/company) to develop Transportation Demand Management programs to minimize automobile trips and to encourage use of transit, ridesharing, bicycling, and walking.	**Consistent.** The Project is designed on a speculative basis and the future occupant(s) are unknown at this time. Prior to issuance of permits for tenant improvements, in the event that development results in 100 or more employees (per building or per tenant/company), a TDM will be required by MM AQ-1.
Goal CM-3: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks	
Policy CM-3.6: In addition to requiring private development to provide transit amenities, consult with regional transit operators to provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.	**Consistent.** The Project will provide the required improvements and transit amenities including necessary bus facilities, bike facilities and shade structures as appropriate.
Policy CM-3.10: Continue to complete the installation of sidewalks and require new development to provide sidewalks.	**Consistent:** The Project provides 7-foot wide sidewalks which would continue to be provided along the Project site frontage of westbound Napa Street. Pedestrian connections would be provided between the Napa Street sidewalks and building entrances. The Project would improve the existing sidewalks on Napa Street as required, to allow for easier pedestrian access to the Project site. Sidewalks are also proposed along the north- and southbound sides of the street proposed along the Project site's western border.
Policy CM-3.12: Continue to require that the siting and architectural design of new development promotes safety, pedestrian-friendly design, and access to transit facilities.	
Goal CM-5: Require that new development mitigate transportation impacts and contribute to the improvement of the City's transportation system.	
Policy CM-5.1: Continue to require that new development participates in the cost of transportation mitigation and improvements necessitated by new development, including non-automobile solutions.	**Consistent:** Refer to Policy CM-1.2 above.
Policy CM-5.2: Require evaluation of potential traffic and transportation impacts associated with new development prior to project approval, and require adequate mitigation measures, including non-automobile solutions prior to, or concurrent with, project development.	**Consistent:** Refer to the rest of **Impact 4.11-1** that discusses the Project, Alternate Project's, and 100 Percent E-Commerce Worst-Case Scenario's impacts on the City's existing traffic and circulation system. It is not anticipated for the Project to create a significant impact to the existing transportation and public transit system and would provide fair share

General Plan Policy	Project Consistency
	contributions to help minimize impacts to the intersections discussed above.
Policy CM-5.3: Require that new and substantially renovated office, retail, industrial, and multi-family developments implement transit amenities, including bus turnouts, transit shelters, and other streetscape elements, as appropriate.	**Consistent:** The Project site does not include transit amenities as listed in the Policy but would be accessible by the proposed bicycle facilities near the Project area and would not conflict with the Rancho Cucamonga Transit Plan. In regard to the San Sevaine Trail Project that traverses the City of Fontana and the City of Rancho Cucamonga, the Sevaine Trail would pass adjacently to the Project towards the west according to the IS/MND for the San Sevaine Trail. The Project would be designed with its appropriate infrastructure that would not conflict with the Project Site. The Project would provide a setback from the Sevaine Channel that would avoid direct impacts to the proposed trail. The Project would provide installation of improvements or/and fair share contribution that would improve levels of services to Napa Street and is not required to pay additional fees to the crossing of Napa Street since the TIA did not deem it unsatisfactory. Furthermore, the Project under CEQA is not required to take LOS into account when determining the Project's significance. Therefore, VMT levels would not increase significantly with Project implementation and several intersections would be improved with off-site impacts via a fair share contribution. The Project would be consistent with this policy.
Policy CM-5.4: Require that new and substantially renovated office, retail, industrial, institutional and multi-family developments include bicycle and pedestrian amenities on-site and/or in the vicinity of the development to facilitate bicycling and walking, including on-site bike paths where appropriate, secure off-street bicycle parking, sidewalk improvements, and benches. The City would encourage such developments to provide bicycle facilities including showers and changing rooms.	**Consistent:** Refer to policy discussion above. Off-street bicycle parking would also be provided (28 bicycle spaces under the Project and 100 Percent E-Commerce Worst-Case Scenario, and 19 spaces under the Alternate Project). The Project site would be accessible by the proposed bicycle facilities near the Project area and would not conflict with the Rancho Cucamonga Transit Plan. In regard to the San Sevaine Trail Project that traverses the City of Fontana and the City of Rancho Cucamonga, the Sevaine Trail would pass adjacently to the Project towards the west. According to the IS/MND for the San Sevaine Trail, the Project would be designed with its appropriate infrastructure that would not conflict with the Project Site. The Project would provide a setback from the Sevaine Channel that would avoid direct impacts to the proposed trail.
Source: City of Rancho Cucamonga. (2010). City of Rancho Cucamonga General Plan 2010. Retrieved from City of Rancho Cucamonga Planning Staff. Accessed October 13, 2020.	

As demonstrated above in *Table 4.11-5*, the circulation elements for the Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario would be consistent with the City's General Plan elements pertaining to the land use and mobility (circulation) system, including transit, roadway, bicycle and pedestrian facilities.

Community Mobility Element

The Project would be consistent with the goals and policies of the Community Mobility Element of the City's General Plan by enhancing multimodal transportation networks, efficiently and safely accommodating the movement of people and products through the City, following the City's transportation system design standards, and generally contributing to the improvement of the City's transportation system. The Project would not change roadway designations from those in the City's General Plan. Access to the Project would be provided by four driveways along Napa Street, which is the minimum number of driveways needed to meet emergency access requirements and allow for efficient operations. Additionally, a new public street would be constructed along the far western edge of the Project site and would provide access to the western portion of the Project site.

The City's General Plan Standard Condition (SC) 4.16-1[6] requires that development applications in the City provide TIAs for review and approval by the City during the permitting process, to identify potential transportation impacts and improvements associated with the Project. The traffic analysis required by SC 4.16-1 has been completed for the Project through the preparation of the TIA and this EIR section. The City has adopted a DIF program that is consistent with Measure I requirements.

As discussed above, a new traffic signal at Etiwanda Avenue and 6th Street is included in the SBCTA Development Mitigation Nexus Study, and the Project would be conditioned to construct the improvement or make a fair-share contribution towards this planned signal.

The Project would comply with ADA Standards for Accessible Designs to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities. The Project would also be compliant with Caltrans' construction practice requirements by developing and implementing a temporary traffic control plan for construction activities that interfere with the normal function of a roadway.

The Project would comply with Federal and State MUTCD standards to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City of Rancho Cucamonga uses the MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

Therefore, the Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario would not conflict with a program, plan, ordinance or policy, addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project, under all scenarios, would be conditioned as a requirement to install circulation improvements or pay fair share contributions toward future circulation improvements. Therefore, impacts under the Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario would be less than significant.

As identified in the introduction to this section, VMT is the current standard for evaluating transportation impacts under CEQA. However, it is understood that local land uses agencies such as the City continue to

[6] City of Rancho Cucamonga General Plan DEIR *Section 4.16*, page 4.16-23 (2010). Retrieved from Rancho Cucamonga website. Accessed October 13, 2020

recognize LOS within their respective plans, programs, ordinances and policies as they transition to VMT thresholds.

Mitigation Measures

No mitigation is required.

Impact 4.11-2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Level of Significance: Less Than Significant Impact

According to CEQA Guidelines Section 15064.3, "a project's effect on automobile delay shall not constitute a significant environmental impact." Instead a project's is required to analyze VMT per capita, VMT per employee, and net VMT are established by the state as new metrics for transportation analysis. The TIA prepared for the Project, analyzed the Project generated VMT under baseline conditions. The VMT Assessment evaluated the Project trips against the SBCTA VMT screening tool, based on the City's recommended VMT screening criteria to determine the Projects potential impacts on the transportation system.

Construction

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Construction of the Project would be a temporary activity not associated with a specific land use. Although there would be vehicle trips and VMT associated with construction workers, excavation, and transport of materials and equipment, these activities do not fall squarely into the primary goals of SB 743, which is to reduce reliance on individual automobiles and promote multi-modal transportation networks through effective land use planning. In addition, impacts from construction-related activities are captured in the analysis of air quality and greenhouse gas emissions for the Project. See *Sections 4.1, Air Quality* and *4.6, Greenhouse Gas Emissions* for additional information.

Operations

At the request of City staff, the VMT per service population for the TAZ in which the Project is located has been conducted using the online SBCTA VMT Screening Tool. As shown in *Appendix H* (Figure 9 of the TIA), the Project site is located in TAZ 53702402. The baseline VMT per service population for the TAZ is 39.9 miles. Figure 10 of the CEQA TIA in *Appendix H* shows the year 2040 VMT per service population using the VMT Screening Tool. The year 2040 VMT per service population for the TAZ is 39.6 miles.

The City guidelines have established thresholds based on the baseline VMT performance in the City of Rancho Cucamonga. A project would result in a significant project generated VMT impact under either of the following conditions:

1. The baseline project generated VMT per service population exceeds the City of Rancho Cucamonga Baseline VMT per service population; or
2. The cumulative (2040) project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.

The project's impact on VMT would also be considered significant if it resulted in the following:

1. The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increases under the plus project condition compared to the no project condition.

The results of the VMT analysis for the Project are summarized below.

The CEQA TIA, which was prepared in conformance with the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* (adopted June 2020), concluded the following:

- **Baseline Project Conditions** – Based on City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population that exceeds the City's baseline VMT per service population. The Project's baseline VMT per service population is 25 miles and the baseline VMT per service population for the City is 26.5 miles. The Project's VMT per service population would be less than the City's baseline VMT per service population. As a result, the Project would not have a VMT impact under baseline conditions.
- **Year 2040 Project Conditions** – Based on City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population that exceeds the City's baseline VMT per service population. The year 2040 Project VMT per service population would be 23.9 miles and the baseline VMT per service population for the City is 26.5 miles. The Project's year 2040 VMT per service population would be less than the City's baseline VMT per service population. As a result, the Project would not have a VMT impact under year 2040 conditions.
- **Baseline Plus Project Conditions** – Based on City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City increases under the plus project condition, when compared to the no project condition. The Project's baseline plus VMT per service population would be 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. The baseline plus Project VMT per service population would not increase when compared to the no project condition. As a result, the Project would not have a VMT impact under baseline plus project conditions.
- **Year 2040 Plus Project Conditions** – Based on City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City increases under the plus project condition, when compared to the no project condition. The year 2040 plus Project VMT per service population would be 18.9 miles. The year 2040 no project VMT per service population for the City would be 19.0 miles. The year 2040 plus Project VMT per service population would not increase when compared to the no project condition. As a result, the Project would not have a VMT impact under year 2040 plus project conditions.

Table 4.11-6: VMT Impact Evaluation - Baseline Conditions (Without Project) and *Table 4.11-7: VMT Impact Evaluation Plus Project,* summarizes the Project-generated VMT at both baseline conditions and with Project conditions.

Table 4.11-6: VMT Impact Evaluation - Baseline Conditions (Without Project)

500 Employee Scenario	City Threshold	2016 Project Zone	2040 Project Zone
Total Project Alternative VMT		12,507	11,930
Population		0	0
Total Employment		500	500
Total Service Population		500	500
VMT/Service Population	**26.5**	**25.0**	**23.9**
	Impact?	**NO**	**NO**

Note: The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga.

Source: Translutions, Inc. (2021). Napa Street Warehouse CEQA Transportation Impact Analysis Warehouse Scenario.

Table 4.11-7: VMT Impact Evaluation Plus Project

	2016		2040	
500 Employee Scenario	No Project	With Project	No Project	With Project
Total Project Alternative VMT	78,766,231	64,634,435	104,796,393	104,636,081
Population	3,190,529	3,190,529	3,863,759	3,863,759
Total Employment	1,183,597	1,184,097	1,664,945	1,665,445
Total Service Population	4,374,126	4,374,626	5,528,704	5,529,204
VMT/Service Population	**18.2**	**14.8**	**19.0**	**18.9**
Impact?	**NO**		**NO**	

Note: The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga.

Source: Translutions, Inc. (2021). Napa Street Warehouse CEQA Transportation Impact Analysis Warehouse Scenario.

As shown in *Tables 4.11-6* and *4.11-7*, the Project would not exceed the City's VMT per service for either the baseline (without Project) or plus-Project scenarios. As a result, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

Alternate Project

The TIA, which was prepared in conformance with the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* (adopted June 2020), concluded the following:

- **Baseline Project Conditions -** Based on City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population that exceeds the City's baseline VMT per service population. The Project's baseline VMT per service population would be 24.9 miles and the baseline VMT per service population for the City is 26.5 miles. The Project's VMT per service population would be less than the City's baseline VMT per service population. As a result, the Project would not have a VMT impact under baseline conditions.
- **Year 2040 Project Conditions -** Based on City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population that exceeds the City's baseline VMT per service population. The Project's year 2040 VMT per service population would be 23.9 miles and the baseline VMT per service population for the City would be 26.5 miles. The Project's year 2040 VMT per service population would be less than the City's baseline VMT per

service population. As a result, the Project would not have a VMT impact under year 2040 conditions.

- **Baseline Plus Project Conditions -** Based on City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City increases under the plus project condition compared to the no project condition. The baseline plus Project VMT per service population would be 14.8 miles and the baseline no project VMT per service population for the City is 18.2 miles and the baseline plus Project VMT per service population would not increase when compared to the no project condition. As a result, the Project would not have a VMT impact under baseline plus project conditions.
- **Year 2040 Plus Project Conditions -** Based on City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City increases under the plus project condition when compared to the no project condition. The year 2040 plus Project VMT per service population would be 18.9 miles and the year 2040 no Project VMT per service population for the City would be 19.0 miles. The year 2040 plus Project VMT per service population would not increase when compared to the no project condition. As a result, the project would not have an VMT impact under year 2040 plus project conditions.

Table 4.11-8: VMT Impact Evaluation - Baseline Conditions (Without Alternate Project) and *Table 4.11-9: VMT Impact Evaluation Plus Alternate Project,* summarizes the Project's generated VMT for the Alternate Project for both baseline conditions and with Project conditions.

Table 4.11-8: VMT Impact Evaluation - Baseline Conditions (Without Alternate Project)

750 Employee Scenario	City Threshold	2016 Project Zone	2040 Project Zone
Total Project Alternative VMT		18,703	17,949
Population		0	0
Total Employment		750	750
Total Service Population		750	750
VMT/Service Population	**26.5**	**24.9**	**23.9**
Impact?		**NO**	**NO**
Note: The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga			
Source: Translutions, Inc. (2021). Napa Street Warehouse CEQA VMT Analysis.			

Table 4.11-9: VMT Impact Evaluation Plus Alternate Project

750 Employee Scenario	2016		2040	
	No Project	With Project	No Project	With Project
Total Project Alternative VMT	79,766,231	64,585,211	104,796,393	104,690,265
Population	3,190,529	3,190,529	3,863,759	3,863,759
Total Employment	1,183,597	1,184,347	1,664,945	1,665,695
Total Service Population	4,374,126	4,374,876	5,528,704	5,529,454
VMT/Service Population	**18.2**	**14.8**	**19.0**	**18.9**
Impact?	**NO**		**NO**	
Note: The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga.				
Source: Translutions, Inc. (2021). Napa Street Warehouse CEQA VMT Analysis.				

As shown in *Tables 4.11-8* and *4.11-9*, the Alternate Project would not exceed the City's VMT per service in either baseline (without Project or with-Project scenarios). As a result, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

100 Percent E-Commerce Worst-Case Scenario

The TIA (E-Commerce Scenario), was prepared in conformance with the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* (adopted June 2020). As shown above in the Alternate Project Scenario, the VMT impacts associated with the Project under the 750 Employee Scenario would not exceed the City's VMT per service in either baseline (without Project or with-Project scenarios). VMT for the 100 Percent E-Commerce Worst-Case Scenario would occur from similar project conditions to the Alternate Project. Operating conditions and employees were assumed under the 100 Percent E-Commerce Worst-Case Scenario. The Traffic Impact Analysis E-Commerce Scenario (TIA) assumed this worst-case scenario in terms of the additional traffic volume in the trip generation analysis. Therefore, the 100 Percent E-Commerce Worst-Case Scenario would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.16-3: ***Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Level of Significance: Less Than Significant Impact

Construction

Project, Alternate Project, 100 Percent E-Commerce Worst-Case Scenario

Construction impacts associated with the Project, the Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario may temporarily restrict vehicular traffic or cause temporary hazards. Construction activities would be required to implement appropriate and feasible measures included in the TIA to facilitate the safe passage of people and vehicles through/around any required road or lane closures or implement detours if needed. Site-specific activities, such as temporary construction activities, are approved on a project-by-project basis by the City and are required to ensure adequate traffic flow. Upon approval of any site-specific development plans required for construction of project-related infrastructure, the Project would be required to comply with City requirements including obtaining a Lane Closure Permit, Encroachment Permit, and/or other measures that would maintain safe traffic flow and access. These measures would remain in place until approval of standard conditions that would be placed on the Project at buildout. The Project does not propose the use of agricultural equipment that would lead to incompatible uses. Further, any traffic control measures required by the City during Project construction, would be implemented to maintain adequate circulation. Therefore, impacts related to increased hazards during construction from Project design would be less than significant.

Off-Site Construction Impacts

City guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory LOS. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes, as appropriate. See **Impact 4.11-1** for details regarding off-site improvements recommended for the Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario, along with fair share payments for intersections that are currently operating at an unsatisfactory LOS.

Operations

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

All recommended intersection improvements resulting from implementation of the Project would be compliant with the City's relevant regulatory agency development standards, requirements, and regulations as discussed above in **Impact 4.11-1**. Roadway improvements for the Project site would be designed and constructed to meet all City requirements for street widths, corner radii, and intersection control. Additionally, incorporated design standards would be tailored specifically for Project access requirements that would result in the safe and efficient movement of traffic within and throughout the Project site. Adhering to the City's requirements would ensure that the Project would not include any sharp curves for the public and Project uses, or create dangerous intersections, or design hazards. Transportation system improvements provided by the Project would be necessary to improve environments for trucks and people who walk, bike, take transit, and drive. As described in the TIA, no traffic hazard increases would be anticipated from operation of the Project, Alternate Project, or 100 Percent E-Commerce Worst-Case Scenario. As a result, neither the Project, the Alternate Project, nor 100 Percent E-Commerce Worst-Case Scenario would substantially increase hazards due to a design feature or incompatible uses. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.16-4: Would the Project result in inadequate emergency access?

Level of Significance: Less Than Significant Impact

Construction

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

The Project would not be anticipated to result in any significant emergency access impacts during construction. In case of an emergency, the Project's construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access would be provided throughout the Project site by ensuring construction vehicles are not be parked or placed in a manner that would impede access for emergency response vehicles. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that may affect construction staff and emergency responders.

As described in *Section 3.0, Project Description,* the Project site would provide vehicular access through four driveways on Napa Street and a new public street located on the western edge of the Project site which would provide access to the western portion of the Project site. Access roads throughout the Project site would be constructed for use by construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. Access roads would be maintained in good condition in order to allow for the safe passage for emergency response vehicles.

With the measures described above, along with Project adherence to applicable City laws and regulations, and provision of numerous access points, impacts related to inadequate emergency access during construction would be less than significant.

Off-Site Construction Impacts and Operations

Off-site improvements discussed above in **Impact 4.11-1**, have the potential to cause delays for traffic during construction outside of the Project area. The City's General Plan Update, Community Mobility Existing Conditions Report (2020), Figure 3.17, Truck Routes (2019), identifies Arrow Route and 6th Street as the nearest major east/west truck routes and Rochester Avenue and Milliken Avenue as the nearest north/south truck routes. Additionally, there could be some potential delays for emergency vehicles during construction due to traffic. However, the Project, through a condition of approval will be conditioned to require its Construction Manager to implement necessary traffic control measures in conformance with the City's construction permit requirements, Lane Closure Permit, and Encroachment Permit requirements. As a result, the Project would not result in inadequate emergency access at off-site construction locations. Therefore, impacts would be less than significant.

Operations

Project, Alternate Project, and 100 Percent E-Commerce Worst-Case Scenario

Access to the Project site would be provided via four driveways along Napa Street and a new public street located on the western edge of the Project site which would provide access to the western portion of the Project site. Depending on if the Project, Alternate Project, or 100 Percent E-Commerce Worst-Case Scenario is implemented, some driveways would be exclusively for vehicle traffic, with others providing access for both vehicles and trucks. Driveways would be continually maintained to allow for the safe ingress and egress to/from the Project site. Additionally, driveways would be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. As a result, the Project would not increase delays on street segments substantially that would result in inadequate emergency access. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation is required.

4.11.6 Cumulative Impacts

In coordination with the cities and counties in the SCAG region, SCAG has projected growth in population, housing, and employment. Travel forecasts for SCAG's RTP assume the buildout of (1) the City's proposed 2010 General Plan Update; (2) various community and subregional plans; and (3) the General Plans of the

adjacent jurisdictions. SCAG's RTP is a long-range transportation plan that defines the vision and overall goals for the regional multimodal transportation system and identifies needed multimodal transportation improvements, including freeways, transit, active transportation, signal synchronization, intersection improvements, bus and rail transit, freight movement, and aviation. The Project is fully accounted for in the growth allocated by the City's General Plan and the RTP, which have both been environmentally cleared, and, as described in the discussion of **Impact 4.11-1**, the Project would not result in any significant impact under the City's General Plan and the RTP (see *Section 4.9, Land Use and Planning*). It is expected that future development within the area would comply with all federal, state, and local statutes and regulations applicable to transportation. Therefore, the Project would not result in cumulatively considerable impacts to transportation.

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4.12 TRIBAL CULTURAL RESOURCES

This section of the Draft Environmental Impact Report (EIR) identifies and analyzes the Tribal Cultural Resource impacts associated with the development of the Speedway Commerce Center Project (Project). Historically, the term "cultural resources" encompasses archaeological, historical, paleontological and tribal cultural resources, including both physical and intangible remains, or traces left by historic or prehistoric peoples. Tribal resources refer to either a site, feature, place, cultural landscape, that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe. As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

The analysis is based primarily on tribal cultural resource studies contained in Appendix C, Cultural Resources Assessment, (CRA) *for the Napa Street Industrial Project in and near the City of Rancho Cucamonga, San Bernardino County, California,* PaleoWest Archaeology (2021).

The cultural evaluations were conducted in compliance with California Public Resources Code (PRC) Section 5024.1 to identify prehistoric archaeological and historic resources in the Project area and evaluates potential impacts that could result from implementation of the Project. In accordance with PRC Section 21082.3 and Government Code Section 6254(r), due to the confidential nature of the location of cultural resources, this section does not include maps or location data.

4.12.1 Environmental Setting

Existing Conditions

The majority of the Project site is presently vacant and undeveloped, with the exception of an asphaltic concrete driveway in the western portion of the site. The Project site would be developed on parcels currently classified with Heavy Industrial (HI) and Regional Industrial/Speedway RDA (IR) zoning designations. With a Pre-Zone to designate all parcels to Heavy Industrial (HI), this land use type would accommodate industrial activities such as warehousing, staging, distribution manufacturing, heavy commercial, and office uses.

Ethnographic Context

Ethnography is the descriptive and analytic study of the culture of particular groups or communities. An ethnographer seeks to understand a community through interviews with its members and often through living in and observing it (a practice referred to as "participant observation"). Please refer to *Section 4.3, Cultural Resources*, regarding the ethnography of archeological and historical resources within the Project area. For information on the tribal cultural setting and historical context, see *Appendix C*.

Ethnographic Setting

Archival research and published reports suggest the Project area is situated where three traditional use territories of Native American groups meet. The traditional use territories of the Serrano, Cahuilla, and

Gabrielino come together just southwest of the present-day City of San Bernardino which is very near the Project area. These cultural groups all spoke languages belonging to the Takic branch of the Shoshonean family, a part of the larger Uto-Aztecan language stock (PaleoWest Archaeology 2021). A brief synopsis of Serrano, Cahuilla, and Gabrielino ethnography is presented below. This information has been summarized from Bean and Vane (2001) and McCawley (1996).

The Cahuilla and Serrano belonged to nonpolitical, nonterritorial patrimoieties that governed marriage patterns as well as patrilineal clans and lineages. Each clan, "political-ritual-corporate units" composed of 3 to 10 lineages, owned a large territory in which each lineage owned a village site with specific resource areas. Clan lineages cooperated in defense, in large communal subsistence activities, and in performing rituals. Clans were apt to own land in the valley, foothill, and mountain areas, providing them with the resources of many different ecological niches. Unlike their Cahuilla and Serrano neighbors, the Gabrielino had a hierarchically ordered social class that included groupings of elite, middle class, and commoners. Class membership played a major role in determining individual lifestyles, as it depended upon both ancestry and wealth (PaleoWest Archaeology 2021).

In prehistoric times Cahuilla, Gabrielino, and Serrano shelters are believed to have been dome-shaped; after contact they tended to be rectangular in shape. Cahuilla and Serrano shelters were often made of brush, palm fronds, or arrowweed while the Gabrielino utilized reed. Most of the Serrano and Cahuilla domestic activities were performed outside the shelters within the shade of large, expansive ramadas; windbreaks, made of vertical poles covered with rush mats, provided open-air food preparation and cooking areas at Gabrielino settlements.

The Cahuilla, Gabrielino, and Serrano were, for the most part, hunting, collecting, harvesting, and protoagricultural peoples. As in most of California, acorns were a major staple, but the roots, leaves, seeds, and fruit of many other plants also were used. Fish, birds, insects, and large and small mammals were also available. To gather and prepare these food resources, the Cahuilla, Gabrielino, and Serrano had an extensive inventory of equipment including bows and arrows, traps, nets, disguises, blinds, spears, hooks and lines, poles for shaking down pine nuts and acorns, cactus pickers, seed beaters, digging sticks and weights, and pry bars. In addition, the Cahuilla also had an extensive inventory of food processing equipment including hammers and anvils, mortars and pestles, manos and metates, winnowing shells and baskets, strainers, leaching baskets and bowls, knives (made of stone, bone, wood, and carrizo cane), bone saws, and drying racks made of wooden poles to dry fish.

Mountain tops, unusual rock formations, springs, and streams are held sacred to the Cahuilla, Gabrielino, and Serrano, as are rock art sites and burial and cremation sites. In addition, various birds are revered as sacred beings of great power and sometimes were killed ritually and mourned in mortuary ceremonies similar to those for important individuals. As such, bird cremation sites are sacred.

Pursuant to PRC Section 21080.3.1(b), formal notification has been provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe(s). Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on traditional cultural properties (TCPs), as defined in National Register Bulletin (NRB) 38.

Native American Heritage Commission Sacred Lands File Search

As part of the Cultural Resource Assessment of the Project area, PaleoWest requested a search of the Sacred Lands File (SLF) from the Native American Heritage Commission (NAHC) on April 24, 2020. Results of the SLF search were obtained on April 29, 2020. The NAHC determined that there were no known Native American cultural resources within the immediate Project area. However, the NAHC requested that 13 individuals representing 12 Native American tribal groups be contacted to request additional information about sensitive Native American resources in the Project vicinity. Outreach letters were sent to each of the Native American contacts on May 7, 2020 with follow-up conducted on May 28, 2020. Four responses have been received to date.

Coordination

Formal notification was provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe(s) pursuant to PRC Section 21080.3.1(b). Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on TCPs, as defined in NRB 38.

In accordance with the requirements of Senate Bill (SB) 18, the City contacted the NAHC requesting a contact list of tribes with traditional lands or cultural places located within the City's jurisdiction and specifically in the area of the Project site. The NAHC provided a contact list and the City sent letters to all contacts on the list. Furthermore, the City sent requests out to all contacts that requested notification under the requirements of Assembly Bill (AB) 52. Letters were received from the Quechan Indian Tribe, the San Manuel Band of Mission Indians, the San Fernando Band of Mission Indians, and the Agua Caliente Band of Cahuilla Indians. A consultation call was received from a representative from the San Gabriel Band of Mission Indians and an email from San Manuel Band of Mission Indians (SMBMI) with proposed mitigation measures recommended for approval to conclude AB 52 consultation. Refer to *Section 4.12.4, Project Impacts and Mitigation* below.

4.12.2 Regulatory Setting

Federal

There are no federal laws related to tribal cultural resources relevant to the proposed Project.

State

Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC Section 5097.91 also specifies protocol to be allowed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

California Senate Bill 18

SB 18 requires local governments to consult with California Native American tribes identified by the California NAHC prior to the adoption or amendment of general plan or specific plan. In addition,

California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains.

California Assembly Bill 52

Signed into law in September 2014, California AB 52 created a new class of resources – tribal cultural resources – for consideration under CEQA. Tribal cultural resources may include sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe that are listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), included in a local register of historical resources, or a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant and eligible for listing on the CRHR. AB 52 requires that the lead CEQA agency consult with California Native American tribes that have requested consultation for projects that may affect tribal cultural resources. The lead CEQA agency shall begin consultation with participating Native American tribes prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report. Under AB 52, a project that has potential to cause a substantial adverse change to a tribal cultural resource constitutes a significant effect on the environment unless mitigation reduces such effects to a less than significant level.

Native American Consultation (SB 18, AB 52)

California AB 52 establishes a consultation process between California Native American tribes and lead agencies to address tribal concerns regarding project impacts to tribal cultural resources and mitigation for such impacts. PRC Section 21074(a) defines tribal cultural resource and states that a project that has the potential to cause a substantial adverse change to a tribal cultural resource is a project that may have an adverse effect on the environment. A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either:

- Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources, or
- Determined by a lead agency to be a tribal cultural resource.

The Local and Tribal Intergovernmental Consultation process, embodied in SB 18, was signed into law in September of 2004 and took effect on March 1, 2005. SB 18 establishes responsibilities for local governments to contact, provide notice to, refer plans to, and consult with California Native American tribes. The purpose of this consultation process is to protect the identity of the cultural place and to develop appropriate and dignified treatment of the cultural place in any subsequent project. The consultation is required whenever a General Plan, General Plan Amendment, Specific Plan, Specific Plan Amendment, or Open Space Element is proposed for adoption. As part of the application process, California Native American tribes must be given the opportunity to consult with the lead agency for the purpose of preserving, mitigating impacts to, and identifying cultural places.

PRC Sections 5097.91, 5097.98, and 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

a) To identify and catalog places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist, and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.

b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.

c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

For a complete list of powers and duties, visit:
https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5097.94.

California Native American Graves Protection and Repatriation Act

Enacted in 2001, the California Native American Graves Protection and Repatriation Act (California Repatriation Act), requires all state agencies and museums that receive state funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The California Repatriation Act also provides a process for the identification and repatriation of these items to the appropriate Native American tribe(s).

California Health and Safety Code, Sections 7050 and 7052

Health and Safety Code, Section 7050.5, declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground disturbance must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Local

City of Rancho Cucamonga Municipal Code, Chapter 2.24, Historic Preservation

The Project would be subject to the City Municipal Code, Chapter 2.24, Historic Preservation. It states that the City of Rancho Cucamonga recognizes that the protection, enhancement, perpetuation and use of resources of historic, cultural, and architectural significance, located within the City of Rancho Cucamonga are of aesthetic and economic value to the City. These resources contribute to the City's character, atmosphere and reputation, and the economic, cultural and aesthetic standing of this City. Therefore, it is imperative that the City safeguard these irreplaceable resources for the welfare, enjoyment and education of the present and future community (City of Rancho Cucamonga 2010, as cited in the CRA).

4.12.3 Standards of Significance

The following significance criteria for tribal cultural resources were derived from the Environmental Checklist in CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
    - Listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC Section 5020.1(k); or
    - A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe.

4.12.4 Project Impacts and Mitigation

Impact 4.12-1: ***Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:***

a. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k) or

b. A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe?

Level of Significance: Less than Significant Impact with Mitigation Incorporated

Construction and Operations

Project and Alternate Project

For purposes of this impact analysis, a TCP is defined as a property that is eligible for inclusion in the NRHP or CRHR because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history, and (b) are important in maintaining the continuing cultural identity of the community. Paleo West contacted the NAHC, as part of the cultural resource assessment, on April 24, 2020, for a review of the SLF. The objective of the SLF search was to determine if the NAHC had any knowledge of Native American cultural resources (e.g., traditional use or gathering area, place of religious or sacred activity, etc.) within the immediate vicinity of the Project area. The NAHC responded on April 29, 2020, stating that the SLF was completed with negative results; however, the NAHC requested

that 13 individuals representing 12 Native American tribal groups be contacted to elicit information regarding cultural resource issues related to the proposed Project.

Paleo West sent outreach letters to the 13 recommended individuals on May 7, 2020. These letters were followed up by phone calls and emails on May 28, 2020. As of September 2020, four responses have been received. Jill McCormick, Historic Preservation Officer for the Quechan Indian Tribe, responded on May 11, 2020 and stated that the tribe did not wish to provide comments on the Project and would defer to more local tribes. On May 13, 2020, Alexandra McCleary, Tribal Archaeologist for the San Manuel Band of Mission Indians, emailed and stated that the proposed Project is within the Serrano ancestral territory and is of interest to the tribe. Ms. McCleary further noted that the Project area is not located within the immediate vicinity of any sacred sites, but it is located near Etiwanda Creek, which the tribe considers to be sensitive for cultural resources. Donna Yocum, Chairwoman of the San Fernando Band of Mission Indians, emailed on May 28, 2020 and stated that the tribe would defer this Project to the San Manual Band of Mission Indians. Finally, Patricia Garcia-Plotkin, Tribal Historic Preservation Office for the Agua Caliente Band of Cahuilla Indians, called and stated that the Project area is outside of the tribe's ancestral territory and had no information on cultural resources located within the Project vicinity.

The City sent letters on August 24, 2020 to all tribes in conformance with SB 18 and on December 23, 2020 to all tribes inviting consultation in conformance with AB 52. An email response was received on January 13, 2021 from the San Manuel Band of Mission Indians (SMBMI) that indicated that Project was within the Serrano ancestral territory and, therefore, was of interest to the Tribe. They also noted that due to the location and nature of the project, they did not have concerns with the Project. The correspondence included the SMBMI Cultural Resources Department proposed language to include as Mitigation Measures for the Project for the protection of Tribal Cultural Resources (TCRs) aimed at reducing potential impacts to those tribal cultural resources. A phone consultation was received in January 2021 from the San Gabriel Band of Mission Indians to the City with a request to include an archeologist and/or Native American Monitor during ground disturbance. No additional consultation requests were received.

The cultural resources assessment did not identify any archaeological or tribal cultural resources on the Project site. Mitigation Measure (MM) CUL-1 requires that the Project archaeologist consults with local experts and Native American Representatives for the preparation of a treatment plan, respectively, if significant unknown cultural resources are discovered during construction mass grading and trenching activities.

As previously discussed, implementation of the Project or Alternate Project could result in disturbance or destruction of unknown buried tribal cultural resources that were not identified during previous study and site evaluation. MMs TCR-1 through TCR-3 include measures that will ensure the protection of any unknown or inadvertently discovered archaeological resources and human remains, or other tribal cultural significant resources. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts to tribal cultural resources would be less than significant.

Mitigation Measures

MM TCR-1 **Tribal Cultural Resources Discovery:** The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in TCR-2, of any pre-contact cultural resources discovered during Project implementation, and be

provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the Project archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the Project, should SMBMI elect to place a monitor on-site.

MM TCR-2 **Archeological/Cultural Documents:** Any and all archaeological/cultural documents created as a part of the Project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the Project.

MM TCR-3 **Retain an Archeologist and/or Native American Monitor/Consultant:** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

4.12.5 Cumulative Impacts

For purposes of tribal cultural resources impact analysis, cumulative impacts are considered for cumulative development according to the related projects (see *Table 4-1: Cumulative Projects List*). As discussed above, while the NAHC determined that there are no known Native American cultural resources within the immediate Project area, the potential exists for undiscovered tribal cultural resources to be adversely impacted during Project construction. With implementation of the specified mitigation measures, construction would not cause a substantial adverse change in the significance of these resources; a less than significant impact would occur.

Additionally, future cumulative development projects could encounter tribal cultural resources. Thus, the potential exists for cumulative development to result in the adverse modification or destruction of tribal cultural resources. Potential tribal cultural resource impacts associated with the individual developments would be specific to each site. As with the Project, all cumulative development in the area would undergo environmental and design review on a project-by-project basis pursuant to CEQA, in order to evaluate potential impacts to tribal cultural resources.

All future development with the potential to impact tribal cultural resources would be subject to compliance with the existing federal, state, and local regulatory framework concerning the protection of tribal cultural resources. Compliance would include General Plan goals and policies of the affected

jurisdiction/s, intended to reduce and/or avoid potential adverse environmental effects. Refer to *Section 4.0, Environmental Analysis*, for applicable prior CEQA documents that provide analysis and mitigation for cumulative impacts within the jurisdiction of the affected agencies.

Additionally, implementation of site-specific mitigation measures (TCR-1 through TCR-3) would be required to reduce potential project impacts to as-yet-unidentified tribal cultural resources to less than significant levels. As such, cumulative impacts to tribal cultural resources would be mitigated on a project-by-project level, and in accordance with the established regulatory framework, through the established regulatory review process. Therefore, the combined cumulative impacts to tribal cultural resources associated with the Project's incremental effects and those of the cumulative projects would be less than significant with mitigation incorporated.

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4.13 UTILITIES AND SERVICE SYSTEMS

This section of the Draft Environmental Impact Report (EIR) evaluates the potential utilities and service systems impacts associated with the development of the Speedway Commerce Center Project (Project). This section discusses the Project's environmental setting, applicable federal, state, regional, local policies and regulation, and mitigation measures that would minimize potential impacts, if any are identified. Baseline conditions were established by comparing the Project site's current condition with the information included in Albert A. Webb Associates, *Preliminary Drainage Study*, April 2020, and Kimley-Horn, *Water Supply Assessment (WSA) for the Hillwood Speedway Commerce Center Industrial Project*, January 2021 (*Appendix F*). As discussed in *Section 3.0, Project Description*, the Project is for the development of a warehouse project. The Project applicant is pursuing the Project on a speculative basis and the future occupant(s) of the Project are unknown at this time. Therefore, an Alternate Project (an E-Commerce use) was analyzed at California Environmental Quality Act (CEQA) level depth for purposes of informed decision making.

4.13.1 Environmental Setting

Existing Conditions

The Project site is bordered to the west by the East Etiwanda Creek and to the east by San Sevaine Channel and a Southern California Edison (SCE) high voltage tower overhead utility corridor/easement. An existing railroad easement extends along the northern boundary of the site from the northeast property corner to the center of the northern property line. This easement extends southward from the north property line, crossing through the center of the site in the north-south direction. A 12-foot diameter Metropolitan Water District (MWD) water supply line and easement traverse the property generally parallel to the front southern property line of the Project site, along Napa Street. The distance varies from approximately 18 feet to 175 feet from the face of curb along Napa Street due to the curvilinear nature of the street.

Overhead SCE powerlines are present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site. The overhead powerlines will be relocated from their existing location to be realigned south just east of the railroad easement towards Napa Street and east along the street frontage of Building A. This is required due to the placement of Building A and the minimum requirements for access from SCE.

Existing Infrastructure

Water Sources

As discussed in the Project's WSA, water to the Project site would be supplied by the Fontana Water Company (FWC). FWC receives water from groundwater-pumped from Chino Basin, Lytle Basin, Rialto Basin, and No-Man's Land Basin; surface water diversions from Lytle Creek, imported State Water Project water from Inland Empire Utilities Agency (IEUA) and San Bernardino Valley Municipal Water District (SBVMWD), and recycled water.

Chino Basin has enhanced reliability during drought conditions and is FWC's most reliable source of water supply. The Chino Basin Watermaster and its technical staff ensure long-term reliability of water supplies from Chino Basin. The Watermaster, under the direct supervision of the San Bernardino County Superior

Court, manages basin water supplies, arranges for local and supplemental groundwater recharge and implements and administers the Chino Basin physical solution as prescribed in the governing Superior Court groundwater pumping rights adjudication (the "Chino Basin Judgment").

The Chino Basin Watermaster's groundwater management responsibilities are closely coordinated with IEUA water management goals and implementation of strategies. IEUA's role as a regional water wholesaler includes delivery of supplemental, imported, untreated State Water Project water directly to water purveyors including FWC, delivery of water from MWD to the Chino Basin Watermaster for groundwater recharge, exchange, groundwater banking, and conjunctive use programs, as well as delivery of recycled water. IEUA has also analyzed future water demands and water supplies within its service area, which includes most of FWC's service area and the Project site. According to the WSA, IEUA concluded that sufficient water supplies will be available for the next 20 years through 2040, including during single and multiple dry years.

Projected Water Demand

The Project would include a maximum of two warehouse buildings on a 35.38-acre site. Building A would total 500,648 sf and Building B would total 155,230 sf. Each of the two proposed warehouse buildings would include 10,000 square foot office spaces.

The Alternate Project would include development of a single building for fulfillment/E-Commerce use. This development scenario would include the development of Building A only (500,648 sf) and associated parking. As discussed in the Project's WSA, water demand for the Project is calculated by multiplying the planned acreage of the developed site by an industrial water use rate of 2,200 gallons per day (gpd) per acre. The estimated maximum water demand was calculated using the higher square footage associated with the Project (655,878 sf), resulting in approximately 51-acre feet/year[1] (AFY).

Table 4.13-1: Project Water Use Demand Estimates for FWC, Including Project (AFY), summarizes projected water demands through 2040 for FWC's service area, including demands from the Project. According to the Project's current phasing plan, construction would begin in 2021 and be completed by 2022.

Table 4.13-1: Project Water Use Demand Estimates for FWC, Including Project (AFY)

Demand	2020	2025	2030	2035	2040
FWC Projected Water Demands	40,140	47,536	50,733	53,711	56,562
Additional Project Demands (Project)	**0**	**51**	**51**	**51**	**51**
Additional Project Demands (SFLCP)	104	104	104	104	104
Total FWC Projected Water Demands	40,313	47,822	51,019	53,997	56,848
Source: Kimley-Horn. 2021. Fontana Water, Water Supply Assessment. Table 10. (see *Appendix F*).					

Per FWC's Urban Water Management Plan (UWMP), future water supplies for the Project in normal years are shown below in *Table 4.13-2: FWC's Future Water Supplies in Normal Years (AFY) for the Project.*

[1] Acre-feet/year derived from: 655,878 sf x (1 acre / 43,560 sf) x 2,200 gpd per acre x (0.00112 AFY / 1 gpd)).

Table 4.13-2: FWC's Future Water Supplies in Normal Years (AFY) for Project

Year		2020	2025	2030	2035	2040
Demands from 2015 UWMP		40,140	47,536	50,773	53,711	56,562
Additional Project Demands (Hillwood-Napa Industrial Project)		0	51	51	51	51
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	104	104	104	104
Additional Project Demands (Goodman III)		69	69	69	69	69
Additional Project Demands (Sierra)		0	62	62	62	62
Total FWC Projected Water Demands		40,313	47,822	51,019	53,997	56,848
Water Supplies	Surface Water	5,700	5,700	5,700	5,700	5,700
	Lytle Basin	5,000	9,400	9,400	9,400	9,400
	Chino Basin	10,071	10,567	13,304	15,742	18,093
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	1,000	1,500	2,000	2,500	3,000
	Imported Water from SBCMWD	2,000	2,000	2,000	2,000	2,000
	Imported Water from IEUA	10,000	12,000	12,000	12,000	12,000
	Total	**40,313**	**47,822**	**51,019**	**53,997**	**56,848**

Source: Kimley-Horn. 2021. Fontana Water, Water Supply Assessment. Table 12. (see *Appendix F*).

A comparison of FWC's 2020 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years is shown below in *Table 4.13-3: Comparison of FWC's 2020 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project*.

Table 4.13-3: Comparison of FWC 2020 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project

Demand and Supply		Normal Year	Single Year	Multiple Dry Years		
				Dry Year1	Dry Year 2	Dry Year 3
Demands from 2015 UWMP		40,140	29,998	37,757	36,462	29,998
Additional Project Demands (Hillwood-Napa Industrial Project)		0	0	0	0	0
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	78	98	94	78
Additional Project Demands (Goodman III)		69	52	65	63	52
Additional Project Demands (Sierra)		0	0	0	0	0
Total FWC Projected Water Demands		40,313	30,128	37,920	36,619	30,128
Water Supplies	Surface Water	5,700	1,710	1,710	1,710	1,710
	Lytle Basin	5,000	5,000	4,000	4,000	4,000
	Chino Basin	10,071	7,393	16,168	14,873	8,393
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	1,000	1,000	1,000	1,000	1,000

Demand and Supply		Normal Year	Single Year	Multiple Dry Years		
				Dry Year1	Dry Year 2	Dry Year 3
	Imported Water from SBCMWD	2,000	1,000	1,000	1,000	1,000
	Imported Water from IEUA	10,000	7,500	7,500	7,500	7,500
	Total	**40,313**	**30,128**	**37,920**	**36,619**	**30,128**

Source: Kimley-Horn. 2021. Fontana Water, Water Supply Assessment. Table 13. (see *Appendix F*).

A comparison of FWC 2040 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years is shown in below *Table 4.13-4: Comparison of FWC's 2040 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project*.

Table 4.13-4: Comparison of FWC 2040 Water Supply and Demand in Normal, Single Dry, and Multiple Dry Years (AFY) for the Project

Demand and Supply		Normal Year	Single Year	Multiple Dry Years		
				Dry Year 1	Dry Year 2	Dry Year 3
Demands from 2015 UWMP		56,562	42,271	53,204	51,379	42,271
Additional Project Demands (Hillwood-Napa Industrial Project)		51	39	48	47	39
Additional Project Demands (Goodman III)		69	52	65	63	52
Additional Project Demands (Sierra)		62	46	58	56	46
Additional Project Demands (Southwest Fontana Logistics Center Project)		104	78	98	94	78
Total FWC Projected Water Demands		56,848	42,486	53,473	51,639	42,486
Water Supplies	Surface Water	5,700	1,710	1,710	1,710	1,710
	Lytle Basin	9,400	9,400	7,520	7,520	7,520
	Chino Basin	18,093	11,766	24,599	22,770	13,646
	Rialto Basin	2,520	2,520	2,520	2,520	2,520
	No-Man's Land Basin	4,000	4,000	4,000	4,000	4,000
	Recycled Water	3,000	3,000	3,000	3,000	3,000
	Imported Water from SBCMWD	2,000	1,000	1,000	1,000	1,000
	Imported Water from IEUA	12,000	9,000	9,000	9,000	9,000
	Total	**56,848**	**42,486**	**53,473**	**51,639**	**42,486**

Source: Kimley-Horn. 2021. Fontana Water, Water Supply Assessment. Table 14. (see *Appendix F*).

Wastewater Infrastructure and Treatment

Wastewater generated by the Project would be conveyed to IEUA facilities proximate to the Project site. The Project's wastewater generation (worst-case) was calculated by estimating 25 gpd generated by 715 employees for Building A (17,875 gpd) and 25 gpd day generated by 457 employees for Building B (11,425 gpd) for a total of 29,300 gpd.[2], or 0.024 million gallons/day (MGD), and 1,172 employees.

[2] Generation rate of 25 gpd per employee in an industrial setting derived from US Environmental Protection Agency (2020). *Lean & Water Toolkit: Appendix C Water Unit Conversions and Calculations*. Retrieved from https://www.epa.gov/sustainability/lean-water-toolkit-appendix-c. Accessed October 15, 2020.

Wastewater collected by IEUA is treated at four IEUA regional water recycling plants spread throughout its service area: Regional Plant No. 1 (RP-1), Regional Plant No. 4 (RP-4), Regional Plant No. 5 (RP-5), and the Carbon Canyon Water Reclamation Facility. *Table 4.13-5: Wastewater Treatment Plant Summary* below summarizes IEUA's projected recycled water treatment plants average flow for 2015 to 2035.

Table 4.13-5: Wastewater Treatment Plant Summary

Wastewater Treatment Plant	Treatment Level	Projected Treatment Plant Flows (MGD)					
		Capacity	2015	2020	2025	2030	2035
Regional Plant No. 1	Tertiary to Title 22 Standards	44	28.3	29.4	30	30.5	32
Regional Plant No. 4	Tertiary to Title 22 Standards	14	9.7	11.4	12	13.5	13.5
Regional Plant No. 5	Tertiary to Title 22 Standards	16.3	9.5	10.4	11	12	13.5
Carbon Canyon Water Reclamation Facility	Tertiary to Title 22 Standards	11.4	7.2	7.4	8	9	10
Total		**85.7**	**54.7**	**58.6**	**61**	**65**	**69**

Source: CVWD. (2015). *2015 Urban Water Management Plan; Page 49 Table 35.*

Stormwater

The portion of the Project site east of the rail spur line that traverses the Project site currently drains to an existing catch basin/culvert along Napa Street and discharges into San Sevaine Channel. The area west of the rail spur line drains towards Napa Street, with runoff flowing towards an existing catch basin near Project site's western property line. This catch basin discharges into the East Etiwanda Creek. San Sevaine Channel and East Etiwanda Creek both discharge into Reach 3 of the Santa Ana River, which eventually discharges into the Prado Bain.

Electricity, Natural Gas, and Communication Infrastructure

Electricity and Natural Gas

SCE provides electrical service to the City and surrounding communities. SCE also owns and operates a High Voltage Tower corridor adjacent to the Project just west of the site. The corridor is approximately 425 feet wide and is located along Etiwanda Avenue. According to the California Energy Commission, SCE consumed approximately 80,912 million kilowatts per hour (kWh) of electricity in 2019.[3]

There are existing overhead SCE powerlines present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site. The overhead powerlines will be relocated from their existing location. The applicant would work with SCE to tie into, relocate, and extend services into the site as required. The lines would run south along the east side of the existing spur line through the parking area of Building A to Napa Street and continue east along the street frontage of Napa Street to the San Sevaine Channel. See *Figure 4.13-1: Building A Rendering-Westward View*.

In addition, the Rancho Cucamonga Municipal Utility (RCMU) was established to enable the City of Rancho Cucamonga to deal with energy issues at the local level. The recently formed city-owned utility company (established in 2001) provides economic and reliable electricity and fiber optic service to over 1,300 metered businesses and residents in a selected area within the southeastern portions of the City

[3] California Energy Commission. (2019). *California Energy Consumption Database*. Retrieved from: ecdms.energy.ca.gov/elecbyutil.aspx. Accessed October 13, 2020.

and would be extended to serve the project. In 2019, the utility reached a new historical annual system peak of 18.485 megawatts.[4]

The Southern California Gas Company (SCGC) provides natural gas service to the City and is the nation's largest natural gas utility provider with more than to 21.8 million consumers through 5.9 million meters in more than 500 communities.[5] The SCGC service area covers most of central and southern California (20,000 square miles in total). As a public utility, SCGC is under the jurisdiction of the California Public Utilities Commission (CPUC) which regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipelines system, storage, procurement, metering, and billing.[6] Most of California's natural gas supply comes from out of the state.

California consumers received 9 percent of their natural gas from basins that are located within the state. The remaining 81 percent is obtained from sources outside of the state: 35 percent from the southwest, 16 percent from Canada, and 40 percent from the Rocky Mountains.[7] According to the California Energy Commission, in 2019 the County of San Bernardino consumed approximately 547 million therms of natural gas.[8]

Communication Systems

Telephone service to the City is provided by Frontier Communications. Charter Communications provides cable television and high-speed internet services to the City and the surrounding area.

Solid Waste

Solid waste disposal services in the City are provided by the commercial vendor Burrtec. Burrtec offers residential, commercial, construction, event, and customized services with the addition of providing portable restrooms. The West Valley Materials Recovery Facility (MRF) located at 13373 Napa Street, Fontana, provides waste transfer and materials processing for the West San Bernardino Valley. The West Valley MRF has a permitted capacity 7,500 tons per day.

Municipal solid waste collected is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. In the event that that landfill is closed due to high winds, wastes are transferred to the San Timoteo Landfill in Redlands. The El Sobrante Landfill, in Corona serves as a backup facility.

Additionally, the City has implemented a series of programs for recycling materials and waste diversion programs. Programs include household hazardous waste (HHW), composting, recycling, and construction waste diversion programs. The City has an HHW Collection Facility located at 8794 Lion Street that accepts oil, filters, anti-freeze, and medications.

[4] Rancho Cucamonga Municipal Utility. (2019). 2019 Annual Report, Building for the Future. Retrieved from: https://www.cityofrc.us/sites/default/files/2020-03/ENG-2019%20RCMU%20Annual%20Report.pdf.
[5] Southern California Gas Company. (2019). *Company Profile*. Retrieved from: http://www.socalgas.com/about-us/company-info.shtml. Accessed October 13, 2020.
[6] California Public Utilities Commission. (2019). *Natural Gas and California.* Retrieved from: http://www.cpuc.ca.gov/natural_gas/. Accessed October 13, 2020.
[7] Ibid.
[8] California Energy Commission. (2019). *Energy*. Retrieved from: http://ecdms.energy.ca.gov/gasbycounty.aspx. Accessed October 13, 2020.

FIGURE 4.13-1: Building A Rendering-Westward View
Speedway Commerce Center
City of Rancho Cucamonga

Not to scale

Kimley»Horn

4.13.2 Regulatory Setting

Federal

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (33 U.S. Code [USC] Section 1251 et seq.; CWA), the U.S. Army Corps of Engineers (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 Code of Federal Regulations (CFR) 328.3 (as amended at 80 Federal Register (FR) 37104, June 29, 2015). The USACE, with oversight from the U.S. Environmental Protection Agency (U.S. EPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the U.S. as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit (NWP).

A water quality certification or waiver pursuant to Section 401 of the CWA is required for all Section 404 permitted actions. The Regional Water Quality Control Board (RWQCB), a division of the State Water Resources Control Board (SWRCB), provides oversight of the 401-certification process in California. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the United States will not violate water quality standards." Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA.

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) (42 U.S.C. Section 300f et seq.) is intended to protect public health by regulating the nation's public drinking water supply. The Federal SDWA authorizes the U.S. EPA to set national standards for drinking water to protect against both naturally occurring and man-made contaminants.

State

Safe Drinking Water Act (State)

California enacted its own Safe Drinking Water Act (SDWA, Health and Safety Code, Sections 116350–116405) with the California Department of Health Services (DHS) granted primary enforcement responsibility. Title 22 of the California Code of Regulations (CCR) (Division 4, Chapter 15, "Domestic Water Quality and Monitoring Regulations") established DHS authority and provides drinking water quality and monitoring requirements, which are equal to or more stringent than Federal standards.

Recycled Water Regulations

Regulation of recycled water is vested by State law in the SWRCB and the California Department of Public Health Services (DPH). DPH is responsible for the regulations concerning the use of recycled water. Title 17 (California Water Code, Sections 13500–13556) regulates the protection of the potable water supply

through the control of cross-connections with potential contaminants, including recycled water. The established water quality standards and treatment reliability criteria for recycled water are codified in Title 22 of the California Water Code. The requirements of Title 22, as revised in 1978, 1990 and 2001, establish the quality and/or treatment processes required for a recycled effluent to be used for a non-potable application. In addition to recycled water uses and treatment requirements, Title 22 addresses sampling and analysis requirements at the treatment plant, preparation of an engineering report prior to production or use of recycled water, general treatment design requirements, reliability requirements, and alternative methods of treatment.

Urban Water Management Planning Act

The Urban Water Management Planning Act (UWMP Act) (California Water Code, Division 6, Part 2.6, Section 10610 et. seq.) was enacted in 1983. The UWMP Act applies to municipal water suppliers, such as the IEUA, that serve more than 3,000 customers or provide more than 3,000 AFY of water. The UWMP Act requires these suppliers to update their UWMP every 5 years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple dry years.

State Water Resources Control Board

The SWRCB is the California (State) agency focused on providing and ensuring clean sustainable water for all state residents. This State agency works alongside other federal programs like the Clean Water Act to regulate water sources and uses. The SWRCB regulates water consumption for irrigation and drinking, as well as water discharges from construction, municipal uses, stormwater, and other sources.

Water Supply Planning Provisions

FWC's 2015 UWMP (July 2016), was prepared pursuant to California Water Code Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608-10656 (Urban Water Management Planning). The UWMP describes future water demands and future availability of the water supply sources used by FWC.

California Water Code (Sections 10910-10915)

California Water Code Division 6, Part 2.6, Section 10631, requires every urban water supplier to identify as part of its UWMP, the existing and planned sources of water available to the supplier in five-year increments to 20 years. Existing law prohibits an urban water supplier that fails to prepare or submit its UWMP to the Department of Water Resources from receiving financial or drought assistance from the state until the plan is submitted.

California Water Code Division 6, Part 2.10, Sections 10910-10915 requires a WSA to provide a description of all water supply projects and programs that may be undertaken to meet total projected water use over the next 20 years to be included with the Project. The California Water Code requires a city or county which determines a project is subject to CEQA Guidelines to identify any public water system which may supply water for proposed developments and to request those public water systems to prepare a specific WSA, including projects with proposed residential projects with an equivalence of 500 or more dwelling units. If the water demands have been accounted for in a recently adopted urban water management plan, the water supplier may incorporate information contained in that plan to satisfy certain

requirements of a WSA. The California Water Code requires the assessment to include, along with other information, an identification of existing water supply entitlements, water rights, or water service contracts, relevant to the identified water supply for the Project and the quantities of water received in prior years pursuant to those entitlements, rights, and contracts.

The California Water Code also requires the public water system, or the city or county, as applicable, to submit its plans for acquiring additional water supplies if that entity concludes water supplies are, or will be, insufficient.

Government Code 66473.7

Government Code 66473.7 prohibits approval of a tentative map, or a parcel map for which a tentative map was not required, or a development agreement for a subdivision of property of more than 500 dwelling units, except as identified, including the design of the subdivision or the type of improvement, unless the legislative body of a city or county of the designated advisory agency provides written verification from the applicable public water system that a sufficient water supply is available or, in addition, a specified finding is made by the local agency that sufficient water suppliers are, or will be, available prior to completion of the Project. Sufficient water supply is the total water supply available during normal, single-dry, and multiple-dry years within a 20-year projection which will meet the projected demand of the Project, in addition to existing and planned future water uses.

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Non-residential Buildings was established in 1978 in response to a mandate to reduce the State's energy consumption. These standards are promulgated under CCR Title 24 Part 6 and are commonly referred to as "Title 24." The Title 24 standards are periodically updated to reflect new or improved energy efficiency technologies and methods. The most recent Title 24 standards were updated effective October 2005, with subsequent revisions and amendments. A new development project is required to incorporate the most recent Title 24 standards in effect at the time the building permit application is submitted.

Solid Waste Disposal Measurement Act of 2008

The purpose of the Solid Waste Disposal Measurement Act of 2008 (Senate Bill [SB] 1016) is to make the process of goal measurement (as established by Assembly Bill [AB] 939) simpler, timelier, and more accurate. SB 1016 builds on AB 939 compliance requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment) and (2) its disposal, as reported by disposal facilities. Each year Cal Recycle calculates each jurisdiction's per capita (per resident or per employee) disposal rates. If business is the dominant source of a jurisdiction's waste generation, CalRecycle may use the per employee disposal rate. Each year's disposal rate will be compared to that jurisdiction's 50 percent per capita disposal target. As such, jurisdictions will not be compared to other jurisdictions or the statewide average, but they will only be compared to their own 50 percent per capita disposal target. Among other benefits, per capita disposal is an indicator that allows for jurisdiction growth because, as residents or employees increase, report-year disposal tons can increase and still be consistent with the 50 percent per capita disposal target. A

comparison of the reported annual per capita disposal rate to the 50 percent per capita disposal target will be useful for indicating progress or other changes over time.

Assembly Bill 1668 and Senate Bill 606 – May 31, 2018

AB 1668 and SB 606 build on former Governor Brown's ongoing efforts to make water conservation a way of life in California and create a new foundation for long-term improvements in water conservation and drought planning. SB 606 and AB 1668 establish guidelines for efficient water use and a framework for the implementation and oversight of the new standards, which must be in place by 2022. The two bills strengthen the state's water resiliency in the face of future droughts with provisions that include:

- Establishing water use objectives and long-term standards for efficient water use that apply to urban retail water suppliers; comprised of indoor residential water use, outdoor residential water use, commercial, industrial and institutional (CII) irrigation with dedicated meters, water loss, and other unique local uses.
- Providing incentives for water suppliers to recycle water.
- Identifying small water suppliers and rural communities that may be at risk of drought and water shortage vulnerability and provide recommendations for drought planning.
- Requiring both urban and agricultural water suppliers to set annual water budgets and prepare for drought.[9]

Assembly Bill 341

AB 341, approved in October 2011, is intended to reduce greenhouse gas emissions by diverting commercial solid waste to recycling efforts and to expand the opportunity for additional recycling services and recycling manufacturing facilities in the state. It is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. This law requires California commercial businesses and public entities, that generate four or more cubic yards of commercial solid waste per week or is a multi-family residential dwelling with five or more units, to arrange for recycling services.

Each local jurisdiction is required to inform businesses about the recycling requirement and to keep track of the level of recycling within the business community. In addition, each jurisdiction is required to report to CalRecycle, the state agency that oversees recycling and solid waste, on progress in the business community.[10]

Assembly Bill 939

AB 939, the California Integrated Waste Management Act of 1989, requires each city or county to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50 percent by and after the year 2000. Subsequent legislation changed the reporting requirements and threshold, but restated source reduction as a priority.

[9] State Water Resources Control Board. (2020). *California Statutes Making Conservation a California Way of Life*. Retrieved from: https://www.waterboards.ca.gov/water_issues/programs/conservation_portal/california_statutes.html. Accessed October 13, 2020.

[10] CLI. (2011). *Assembly Bill No. 341*. Retrieved from CLI Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341. Accessed October 13, 2020.

Senate Bill 610

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]) subject to the State CEQA Guidelines.[11]

Regional

Inland Empire Utilities Agency 2015 Urban Water Management Plan

Pursuant to the UWMP Act, described above, IEUA adopts a revised Urban Water Management Plan every 5 years. The current adopted plan is the 2015 UWMP. The 2015 UWMP was prepared pursuant to California Water Code Division 6, Part 2.55, Section 10608 (Sustainable Water Use and Demand Reduction) and California Water Code Division 6, Part 2.6, Sections 10608-10656 (Urban Water Management Planning). The UWMP describes future water demands and future availability of the water supply sources used by IEUA.

Municipal Separate Storm Sewer System (MS4) Permit/NPDES Permit

The Federal Water Pollution Control Act prohibits the discharge of any pollutant to navigable waters (waters of the U.S.) from a point source unless the discharge is authorized by a NPDES permit. In 2002, the Santa Ana RWQCB issued an NPDES Storm Water Permit and Waste Discharge Requirements (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside counties. This permit expired on April 27, 2007 and was administratively extended. Renewal of waste discharge requirements and an NPDES permit for San Bernardino County is in process under Order No. R8-2010- 0036, NPDES No. CAS618036.

The City of Rancho Cucamonga is within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Bernardino and Riverside counties and the proposed permit for San Bernardino County. The County and cities within the County are Co-permittees under the MS4 permit and have legal authority to enforce the terms of the permit in their jurisdictions.

Local

Rancho Cucamonga General Plan

Resource Conservation

Goal RC-3 ***Support the use of water that is both efficiently consumed and recycled to minimize waste and maximize supplies.***

Policy RC-3.1 Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

[11] California Department of Water Resources (CDWR). (2003*). Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001.* Page iii. Retrieved from CDWR Website: https://cawaterlibrary.net/wp-content/uploads/2017/06/guidebook.pdf. Accessed October 13, 2020.

Public Facilities and Infrastructure

Goal PF-7 ***Minimize the volume of solid waste that enters regional landfills and encourage recycling.***

Policy PF-7.1 Continue to adopt programs and practices that minimize the amount of materials entering the waste stream. Encourage recycling and composting in all sectors of the community, including recycling of construction and demolition materials, in order to divert items from entering landfills.

Rancho Cucamonga Municipal Code

Chapter 8.17 of the Rancho Cucamonga Municipal Code contains the City's regulations for residential refuse, recyclables, and green waste collection. Chapter 8.19.020, Construction and Demolition Waste Collection, of the City's Municipal Code, outlines the requirements for diverting construction waste from landfills. The regulations set the City's requirements for issuing permits to companies providing collection and disposal services in the City. They also outline the responsibilities of the refuse collection company, including regulations for waste receptacles and collection trucks. Regulations include those for the storage of refuse, recyclables, and green wastes; the placement of collection receptacles; and the disposal of hazardous wastes.

Chapter 8.19, Construction and Demolition Waste Collection, of the City's Municipal Code, outlines the requirements for diverting construction waste from landfills. Construction and demolition wastes are required to be made available for deconstruction, salvage, and recovery prior to demolition. Further, demolition and construction waste is required to be diverted from going to landfills through the recovery of recycling, reuse, and diversion of 50 to 75 percent of demolition waste tonnage that includes concrete and asphalt; 15 percent of demolition waste tonnage that excludes concrete and asphalt; 50 to 75 percent of roofing waste tonnage; and 50 to 75 percent of construction and remodeling waste tonnage. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase qualify to be counted in meeting the diversion requirements.

Section 8.19.030, of the Rancho Cucamonga Municipal Code requires that construction and demolition contractors meet certain diversion requirements as follows:

- All construction and demolition projects are required to divert a minimum of 65% of the tonnage generated as a result of the project from the landfill. Separate calculations and reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.
- Every structure planned for demolition shall be made available for deconstruction, salvage and recovery prior to demolition. It shall be the responsibility of the owner, the general contractor and all subcontractors to recover the maximum feasible amount of salvageable designated recyclable and reusable materials prior to demolition. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase shall qualify to be counted in meeting the diversion requirements of this chapter. Recovered or salvaged materials may be given or sold on the premises or may be removed to reuse warehouse facilities for storage or sale. (Ord. No. 941 Section 2, 2018).

The City Municipal Code Section 8.19.040 also requires an applicant to prepare a Waste Management and Recycling Plan as follows:

- Except as otherwise specified in this chapter, each person who applies for a building or demolition permit pursuant to Chapter 17.010 shall complete a "waste management and recycling plan" document to be issued by the engineering services department. Except as otherwise specified in this chapter, no building or demolition permit shall be issued unless the "waste management and recycling plan" has been submitted by the applicant and approved by the engineering services department. Any changes to the approved plan must be brought to the attention of the engineering services department for review and approval prior to commencing work.

Chapter 17.56 of the City of Rancho Cucamonga Development Code sets landscaping standards for various purposes, including to conserve water. Preliminary and final landscape and irrigation plans are required to be prepared as part of the design review process for compliance with standards that include, but are not limited to, identification of a water budget that includes the estimated water use (in gallons); the irrigated area (in square feet); the precipitation rate and flow rate in gallons per minute; and conceptual locations for trees, shrubs, ground cover, and other vegetation and a corresponding list of planting material by species, quantity, and size.

Chapter 17.82, Water Efficient Landscaping, of the Development Code provides landscape design guidelines that would reduce irrigation demands, promote recycled water use, and minimize irrigation runoff.

4.13.3 Standards of Significance

The following significance criteria for utilities and service systems were derived from the Environmental Checklist in the CEQA Guidelines, Appendix G. An impact of the Project would be considered significant and would require mitigation if it would meet one of the following criteria:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects (issues related to stormwater drainage facilities are addressed in *Section 4.8, Hydrology and Water Quality)*;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- Comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

4.13.4 Project Impacts and Mitigation

Impact 4.13-1: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project and Alternate Project propose the construction of one and two building(s), respectively, and associated infrastructure improvements. Existing utilities would be extended and upgraded as needed during construction of the Project to serve the anticipated demands and to accommodate operation of the Project and Alternate Project. All required improvements to existing electrical, natural gas, or telecommunications utilities would occur within the existing right-of-way's. Services provided by each utility are discussed below. All areas adjacent to the existing roadways also are heavily disturbed and are within the overall footprint of Project and any impacts are therefore, discussed and disclosed as part of this Draft EIR within the various sections of this document. As such, upgrades to existing utilities are already evaluated as part of the overall project. Therefore, impacts associated with extension of services in these areas and within the site, are less than significant. Services provided by each utility are discussed in additional detail below.

Stormwater

The Project site is divided into two drainage areas due to the rail spur line running through the middle of the site. As shown in the Project site plan, Building A would be east of the rail spur line, in Drainage Area (DA) 1, while Building B would be located west of the spur line, in DA-2. The Drainage Study determined peak flow rates to adequately size on-site storm drain facilities. The 10-year peak flow rate for DA-1 was calculated at 43.5 cubic foot/second (cfs) and the 100-year peak flow rate was calculated at 74.0 cfs. For DA-2, the 10-year peak flow rate was calculated at 15.1 cfs and the 100-year peak flow rate was calculated at 25.2 cfs.

The Project would include the construction of subsurface water quality features and the relocation of power lines and poles currently present on-site. On-site flows generated by the Project would surface flow through the site using ribbon gutters, curb and gutters, and grate inlets. The Project would use subsurface storm drain systems that would convey flows into the proposed underground corrugated metal pipe (CMP) detention systems.

The Project's Drainage Study concluded that with the proposed system, the Project could adequately convey flows and provide flood protection for the 100-year storm event. Inlets and sub-surface storm drain pipes would be used to collect and convey runoff generated by each drainage area to a proposed underground infiltration system for water quality treatment and infiltration. Both CMP detention and water quality treatment systems would be designed and sized to handle the runoff volume associated with a 100-year storm event.

For DA-1 any remaining runoff that exceeds the system's capacity would be directed to an existing 36-inch storm drain beneath Napa Street that connects to San Sevaine Channel. For DA-2, any runoff that exceeds the system's capacity would be directed to an existing reinforced concrete box culvert that runs beneath Napa Street, ultimately discharging into the East Etiwanda Creek. In addition, the Project proposes to install a new storm drain to connect to the existing box culvert to capture site runoff. San Sevaine Channel and East Etiwanda Creek both discharge into Reach 3 of the Santa Ana River, which eventually discharges into the Prado Basin.

The Project's Drainage Study concluded that with the proposed system, the Project could adequately convey flows and provide flood protection for the 100-year storm event. Further, the Drainage Study found that the CMP detention system would adequately treat on-site flows and would not impact flooding conditions to upstream or downstream properties. With implementation of drainage design features described above, best management practices (BMPs), and low impact development (LID) techniques, construction of storm water treatment and drainage features would not cause significant environmental effects. Therefore, impacts would be less than significant.

Water Demand

The Project site is located within FWC's present CPUC certificated service area, which is located within the larger IEUA service area. According to the WSA, as a result of projected regional population growth, water demand in IEUA's service area is expected to increase by approximately 32 percent over the 20-year period from 2020 to 2040. According to IEUA's 2015 UWMP, total annual water use is expected to increase from approximately 210,600 acre feet (AF) in fiscal year 2019-20, to approximately 278,000 AF in fiscal year 2039-40. Total water supply is expected to increase from 270,524 AF in fiscal year 2019-20, to 294,642 AF in fiscal year 2039-40. Water demand for the Project consists of industrial warehouse buildings, including office space, and landscape irrigation demands. As shown in *Table 4.13-1* (Environmental Setting), the estimated water demand for the Project is approximately 51 AFY.

The Project would include construction of the necessary water infrastructure to provide potable water to the proposed Project. Internal to the Project, no new water mains are anticipated. Both buildings A and B are anticipated to require two 12-inch water lines, extending from the existing water main in Napa Street to each of the buildings to provide water supply for fire protection. No additional relocation or construction of new or expanded water supply would be necessary to meet the Project's water demand. Therefore, impacts associated with construction or relocation of water supply infrastructure would be less than significant.

Wastewater

Cucamonga Valley Water District (CVWD) currently operates and maintains approximately 421 miles of wastewater collection system ranging from 8 to 36 inches in diameter. Wastewater by the Project would be transported through this collection system and sent to IEUA Wastewater Treatment facilities where it is processed into recycled water.

The Project's wastewater generation (worst-case) was calculated by estimating 25 gpd generated by 715 employees for Building A (17,875 gpd) and 25 gpd day generated by 457 employees for Building B

(11,425 gpd) for a total of 29,300 gpd.[12], or 0.024 MGD, and 1,172 employees. Project wastewater collected by CVWD would be treated at IEUA's RP-1 and RP-4 regional water recycling plants. RP-1 is located at 2662 East Walnut Street in Ontario and RP-4 is located at 12811 6th Street in Rancho Cucamonga.[13]

IEUA owns and operates a system of regional trunk and interceptor sewers that transport wastewater to the regional wastewater treatment plants. In order to avoid overloading at any one facility, wastewater can be diverted from one regional plant to another. IEUA's Regional Plant No.4, located nearest the Project site at the intersection of Etiwanda Avenue and 6th Street in the City of Rancho Cucamonga, treats an average flow of five MGD of wastewater. This facility is operated in conjunction with RP-1 to provide recycled water to users in the service area. RP-4 was recently expanded to a treatment capacity of 14 MGD. According to the IEUA's UWMP, RP-1 has a rated, permitted treatment capacity of 44 MGD, and is currently treating an average of 30.4 MGD[14], or 69 percent of its treatment capacity. As shown in *Table 4.13-6: Projected Wastewater Treatment and Capacity with Project,* sufficient wastewater treatment capacity exists with the proposed Project beyond 2035.

Table 4.13-6: Projected Wastewater Treatment and Capacity with Project

Wastewater Treatment/ Capacity	Average Treatment (MGD)	Existing Capacity (MGD)	Remaining Existing Capacity (MGD)	Proposed Project Wastewater Generation (MGD)	Average Daily Flow w/ Project (MGD)	2035 Projected Treatment w/ Project (MGD
Regional Plant No. 1	30.4	44	13.6	0.024	40.4+ .024	32
Regional Plant No. 4	10	14	4			13.5
Total	**40.4**	**58**	**17.6**	**0.024**	**40.424**	**45.524***
* Total 2035 Projected Treatment with Project: 2035 projected treatment plant flows for RP-1 and RP-4 (Table 4.13-5), plus estimated project flow of .024 MGD.						
Source: CVWD. (2015). *2015 Urban Water Management Plan*; Page 49 Table 35.						

The sanitary sewer capacity calculations along with the conclusions from IEUA's 2015 Urban Water Management Plan, indicate that there would be sufficient sewer pipeline and water treatment capacity for the proposed Project. According to IEUA staff, based on IEUA's sewer flow model, the addition of 29,300 GPD of additional flow from the proposed Project to the existing 36-inch Etiwanda line would not greatly impact the flow capacity of the line.[15]

Further, improvements to facilitate wastewater service to the Project site would consist of tie-ins to existing CVWD sewer lines and the Project would be required to meet Santa Ana RWQCB wastewater requirements. As a result, the increase in daily wastewater generated by the Project would be minimal and no expansion of sewer pipelines or wastewater facilities would be required. Therefore, impacts would be less than significant.

Electricity, Natural Gas and Telecommunications

The site is currently vacant and undeveloped. The Project would tie into the existing SCE or the City's RCMU lines which would enable extension of electric services to the site. SCE also owns and operates a

[12] Generation rate of 25 gpd per employee in an industrial setting derived from US Environmental Protection Agency (2020). *Lean & Water Toolkit: Appendix C Water Unit Conversions and Calculations*. Retrieved from https://www.epa.gov/sustainability/lean-water-toolkit-appendix-c. Accessed October 15, 2020.
[13] Inland Empire Utilities Agency. (2020*).* Retrieved from https://www.ieua.org/facilities. Accessed October 15, 2020.
[14] Ibid.
[15] Email communication between IEUA and Webb Associates, September, 2020.

High Voltage Tower corridor adjacent to the Project just west of the site. The corridor is approximately 425 feet wide and is located along Etiwanda Avenue. Although some new electrical utility infrastructure may be required on the site, extension of electricity services to the Project site is not anticipated to require construction of any new off-site facilities.

It is anticipated that the Project would require some amount of natural gas to support future operations, which would be supplied by SCGC. Similar to electrical services, natural gas lines already exist in the Project area. Additionally, it is not anticipated that new or expanded gas supply facilities would be required to serve the Project site.

Additionally, there are overhead SCE powerlines present along the northern property line of the Project site. These powerlines extend eastward through the central portion of the eastern half of the site. The overhead powerlines will be relocated from their existing location. The applicant would work with SCE to tie into, relocate, and extend services into the site as required. The lines will run south along the east side of the existing spur line through the parking area of Building A to Napa Street. The overhead powerlines will continue east along the street frontage of Napa Street to the San Sevaine Channel. The overhead powerlines will then follow the easterly property line along the channel. The relocation of the overhead lines from the center of the property to the southern property line, would not reduce services or require the construction of additional facilities, but would facilitate the development of the site.

Frontier Communications provides communication systems to the Project site. Communications infrastructure exists in the Project area and it is not anticipated that new or expanded communication facilities would be required to serve the Project site.

Based on the discussion above, the Project would not require the construction of new sewer, water, wastewater, stormwater, drainage, electric power, natural gas, or telecommunication facilities which could cause significant environmental effects. Therefore, impacts related to the expansion of utilities to serve the Project would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation is required.

Impact 4.13-2: ***Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

As discussed in the Project's WSA, the Project site is located within FWC's existing CPUC certificated service area. Projected water demands for the Project include industrial and landscape irrigation demands. The Project's overall water demand was estimated by multiplying the planned Project site area by a water use rate of 2,200 gpd per acre. This rate was derived from recorded water use data in industrial areas within FWC's service area. The estimated water demand for the Project's industrial uses would be approximately 37 AFY. The Project's landscape irrigation demand was estimated using a water budget

calculator from Department of Water Resources (DWR). The estimated irrigation water demand for the Project would be approximately 10 AFY. As a result, the total estimated water demand for the Project's industrial and landscape uses is approximately 47 AFY. The FWC water system averages an 8.1 percent system loss based on the past 3 years of data. Assuming an 8.1 percent system loss, the total additional Project water demand is 51 AFY, with 4 AFY attributed to system losses.

The WSA concluded that FWC's available water supplies would be sufficient to meet all Project-related water demands for the next 20 years through 2040, including during single and multiple dry years. FWC's overall projected water demand, which includes water demand projections from FWC's 2015 UWMP, the proposed Project, and additional project demands from the proposed "Southwest Fontana Logistics Center Project" (SFLCP), the "Goodman III" project, and "Sierra" project are provided above in *Table* 4.13-1. It should be noted, projected water demands for the proposed SFLCP (a separate project located within FWC's service area) were not included FWC's 2015 UWMP. Therefore, the SFLCP's projected water demands are also incorporated in FWC's overall water demands for the purposes of the Project's water supply analysis.

As described in FWC's 2015 UWMP, principal future water supplies available to FWC are groundwater pumped from Chino Basin, Lytle Basin, Rialto Basin, and No-Man's Land Basin, surface water from Lytle Creek, recycled water, and imported water from SBVMWD and IEUA. Based on the available water supply sources, FWC's water supply-demand balance in normal, single dry, and multiple dry years during the next 20 years are summarized above in *Table 4.13-2, Table 4.13-3,* and *Table 4.13-4.*

Chino Basin is currently an important source of groundwater for FWC and will remain so into the future. Additionally, the Chino Basin Watermaster's Optimum Basin Management Program will greatly increase Chino Basin's reliability and safe yield through recharge of imported water, additional local storm water, and recycled water. FWC currently has a total pumping capacity from Chino Basin of approximately 24,700 gallons per minute (gpm). FWC also has five inactive wells in Chino Basin, with a total pumping capacity of approximately 11,300 gpm or 18,200 AFY, which cannot be used because of high levels of perchlorate and nitrate contamination.

FWC is planning to restore most, if not all, of the lost pumping capacity in Chino Basin through construction of additional wells or installing wellhead treatment on existing wells in the near future. FWC is also planning to replace existing aging and poor producing wells, which will result in a net increase in production over existing capacity. Additional well capacity will provide emergency water supply in case of interruptions of water service due to migration of contamination, loss of power, physical damage to electrical power supply equipment, or failure of a water transmission pipeline.

The Project is estimated to result in an average potable water building demand of 37 AFY and a landscape demand of 10 AFY with a total demand of 51 AFY. As shown in *Table 4.13-2, Table 4.13-3,* and *Table 4.13-4* and based on a critical and multiple dry year reliability analysis, FWC's available water supplies would be sufficient to meet all present and future water supply requirements of the Project, as well as demands from other planned and potential developments within FWC's service area between now and 2040, including single and multiple dry years.

Based on the analysis and evaluation of FWC's historical water supplies, water rights, current Urban Water Management Plans developed by FWC and IEUA, SBVMWD's Optimum Basin Management Plan, and the historical and future availability of State Water Project (SWP) water, FWC would have sufficient water

supplies to meet all water demands of the Project for the next 20 years through 2040, including during single and multiple dry years. Therefore, impacts related to insufficient water supplies for the Project and reasonably foreseeable future development would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.13-3: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

As discussed in **Impact 4.18-1** above, Project wastewater would be conveyed to IEUA's RP-1 and RP-4. RP-1 is located at 2662 East Walnut Street in Ontario and RP-4 is located at 12811 6th Street in Rancho Cucamonga. IEUA's four RPs have a total combined ultimate design treatment capacity of approximately 128 million gallons per day (MGD).[16] At present, the four reclamation facilities treat a total combined average daily flow of about 55 MGD.[17]

The Project proposes an approximately 655,878 sf of warehouse buildings with ancillary office spaces on 35.38 acres. The Alternate Project would develop a single fulfilment/E-Commerce building, Building A only (500,648 sf), for fulfillment use with ancillary office space. The Project would produce wastewater at a rate of approximately 29,300 gpd. This rate is equal to 0.2 percent of RP-4's capacity of 14 MGD and 0.07 percent of RF-1's treatment capacity of 44 MGD. As a result, the IEUA would have sufficient treatment capacity to serve the Project and its existing customers. Therefore, impacts related to insufficient wastewater treatment capacity would be less than significant impact.

Mitigation Measures

No mitigation is required.

Impact 4.13-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Level of Significance: Less than Significant Impact

[16] IEUA. ND. IEUA Regional Plants Map Tour. https://ieua-gis.maps.arcgis.com/apps/MapTour/index.html?appid=f0b049ae9f9d4caab5967a131202f13d&webmap=59a54ca6c2d440eeb871f570f5fb50cf. Accessed October 14, 2020.

[17] IEUA. 2016. *Final 2015 Urban Water Management Plan*. https://18x37n2ovtbb3434n48jhbs1-wpengine.netdna-ssl.com/wp-content/uploads/2016/07/FINAL-IEUA-WFA-2015-UWMP-2016-07-07.pdf. Accessed October 14, 2020.

Construction and Operations

Project and Alternate Project

Burrtec Waste is the franchised hauler for the City and solid waste generated by the Project would be received by the Mid-Valley Sanitary Landfill. The Mid-Valley Sanitary Landfill is located in the northern portion of the City of Rialto and handles solid waste from mixed municipal, construction/demolition, industrial, and tires. The Mid-Valley Sanitary Landfill has a maximum permitted capacity of approximately 101.3 million cubic yards, with a remaining capacity of approximately 61.2 million cubic yards. The landfill's estimated cease operation date is 4/1/2045.[18]

The Project and Alternate Project is anticipated to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be anticipated to result in inadequate landfill capacity. According to CalRecycle's Estimated Solid Waste Generation Rates, a warehouse facility similar to the Project is estimated to produce 13.82 pounds of waste per employee per day.[19] The estimated number of employees to operate the facility under the Project (worst-case) would be approximately 1,172 people and approximately 750 under the Alternate Project. The 1,172 employees under the Project equates to approximately 16,197 pounds (8 tons) of waste per day from Project-related activities, which would account for approximately 0.11 percent of the Mid-Valley Sanitary Landfill's maximum daily throughput of 7,500 tons per day.

Further, the Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. For these reasons, the Project's solid waste disposal needs during construction and operation could be met by the Mid-Valley Sanitary Landfill. Therefore, impacts related to the generation of excess solid waste would be less than significant.

Mitigation Measures

No mitigation is required.

Impact 4.13-5: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Level of Significance: Less than Significant Impact

Construction and Operations

Project and Alternate Project

The Project and Alternate Project would comply with applicable local, state, and federal regulations regarding solid waste, including those of the City. Rancho Cucamonga Municipal Code Section 8.17 provides policies and regulation regarding solid waste handling by both customers and collectors. In coordination with Burrtec Waste Management, the Project would comply with the City's various programs to increase recycling efforts. In addition, the City implements AB 939 source reduction and recycling measures to reduce solid waste generation and has been found to be compliant with AB 939. Therefore,

[18] CalRecycle. 2019. *Mid-Valley Sanitary Landfill.* https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1880?siteID=2662. Accessed October 15, 2020.
[19] CalRecycle. 2020. Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Industrial. Accessed October 14, 2020.

impacts related to compliance with solid waste reduction statutes and regulations would be less than significant.

Mitigation Measures

No mitigation is required.

4.13.5 Cumulative Impacts

For purposes of public utilities and service systems, cumulative impacts are considered for projects located within the City of Rancho Cucamonga; see *Table 4-1: Cumulative Projects List*. As discussed above, all Project impacts to utilities and service systems would be less than significant, through compliance with existing laws, ordinances, regulations and standards, and payment of applicable development impact and service fees. While there are potential impacts associated with off-site utility construction and placement, these impacts would be temporary in nature and are typical of municipal utility construction. Further, such impacts are generally localized and are associated with projects that are planned so as to avoid significant cumulative impacts associated with multiple projects being constructed at once.

Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demands for resources and infrastructure as a result of cumulative growth and development in the area. Individual projects are subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed Project and other existing and future developments. The Project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand.

Because of the utility planning and coordination activities described above, the Project taken in sum with past, present, and reasonably foreseeable projects would not result in cumulatively considerable impacts on utilities and service systems.

5.0

OTHER CEQA CONSIDERATIONS

5.0 OTHER CEQA CONSIDERATIONS

This section of the Draft Environmental Impact Report (EIR) provides a discussion of additional California Environmental Quality Act (CEQA) impact considerations pertaining to the Speedway Commerce Center Project (Project), including Significant Irreversible Environmental Changes, Growth-inducing Impacts, and any Mandatory Findings of Significance.

5.1 Significant and Irreversible Environmental Changes

Section 15126.2(d) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Generally, the section states that a project would result in significant irreversible environmental changes if the following occurs:

- The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely;
- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; and
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The project would involve a large commitment of nonrenewable resources in a way that would make their nonuse or removal unlikely.

The Project would consume limited, slowly renewable, and non-renewable resources. Construction of the Project site would result in the direct consumption of resources, and this would occur during the construction phase and would continue throughout its operational lifetime. Development of the Project site would require a commitment of resources that would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to and from individual development sites. Nonrenewable resources associated with the development of the Project would include fossil fuels. Fossil fuels would serve as energy sources during both Project construction and operations. Fossil fuels would be used by construction vehicles and heavy equipment during the construction period and by vehicles and equipment used during Project operations. Though the Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse unlikely. However, the Project would not require the continued use of fossil fuels at the end of its operational life.

By nature, fossil fuel consumption cannot be replaced once used. However, fossil fuels would not be stored on the Project site in such a way that they could not be removed at the end of the Project's life. Some construction and operational equipment such as forklifts may be electrified and therefore not rely on fossil fuels. Other vehicles and equipment used by the Project in both construction and operational phases would utilize fossil fuels.

The Project would also require the commitment of land on which the Project would be developed for industrial use. Portions of the Project area has been previously disturbed and developed with a flood control channel and two paved roads on the western portion. Power poles also traverse through the Project area from east to west. The remainder of the Project site is largely undeveloped and vacant. The Project site is presently used as an overflow parking area for the Auto Club Speedway.

Following development, the land would be occupied by two warehouse buildings, drive aisles, surface parking, and landscaping (Project), or would include the development of a single warehouse, drive aisles, surface parking, and landscaping (Alternate Project). These structures and improvements would be able to be removed at the end of the Project's life. None of the proposed improvements are incapable of removal or nonuse after the end of the Project. The Project would also include a General Plan Amendment (GPA), an Annexation, a Pre-zone, Design Review, and a Tentative Parcel Map which would consolidate two of the existing parcels present on the Project site into two new parcels. Additionally, the GPA will remove the floating Park designation from the Project site and the Flood Control/Utility Corridor designation along the west boundary of parcel 0229-291-54. The annexation would allow the City of Rancho Cucamonga (City) to expand its boundary to include a portion of parcel 0229-291-23 (not a part of the development project and therefore not analyzed in this EIR) and the entirety of parcel 0229-291-46 and the pre-zone would amend the zoning of the parcels to Heavy Industrial (HI) land use zoning consistent with the zoning within the City. Although changes to the parcels are designed to remain for the life of the Project and beyond, these changes may be amendable by future uses beyond the life of the proposed Project.

The primary and secondary impacts would generally commit future generations to similar uses.

Impacts associated with the Project are largely less than significant with mitigation applied. The majority of identified impacts were anticipated to create a less than significant impact or no impact. The Project's potential impacts, though, would not commit future generations to similar uses. The Project would not involve heavy industrial uses that would leave the area unfit for human occupation or for redevelopment. Although the Project would be developed in a HI land use zone, the Project does not actually propose uses beyond warehousing and office uses. No earthwork activities are proposed beyond Project construction. The land on which the Project would be constructed would be graded and developed for large-scale buildings. However, the development activities would not affect the land in such a way that other structures could not be developed there in the future.

Hazardous waste usage would be minimal; mostly used for cleaning and operational maintenance. Compliance with federal, state, and local regulations would ensure that the usage and storage of any hazardous materials and waste would be completed in the safest and most efficient manner. Similarly, the proposed Project would comply with any federal, state, and local air quality and water quality regulations to further ensure the least amount of environmental impact. The industrial warehousing, or E-Commerce, nature of the Project is unlikely to lead to impacts that would relegate future generations and developments to similar uses.

The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The Project is intended to develop a warehousing facility and is not anticipated to release hazardous materials into the environment. The operations of the facility would involve the use of limited hazardous materials and substances; notably cleaners, paints, solvents, fertilizers, and pesticides. The Project would also comply with any relevant environmental policy regarding the storage and disposal of hazardous materials. Through this compliance the Project would minimize the potential for any environmental impacts due to accidental discharges. Mitigation measures have also been proposed to further prepare for potential accidents including the preparation of a Hazardous Materials Risk Management Plan to manage the usage and storage of hazardous materials on site. With the addition of mitigation and compliance with federal, state, and regional regulations and laws, the Project is not expected to produce accidents that would pose an irreversible risk to the surrounding environment.

The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would comply with any applicable federal, state, and local regulation and law regarding the use of resources during both construction and operations. The resources consumed by the Project would also include water, electricity, fossil fuels, and potentially natural gas. See EIR *Section 4.4*, *Energy*. The estimated water demand for the Project was calculated using average estimates for similar uses according to the water provider, Fontana Water Company. The estimated energy and natural gas usage rates are based on averages provided by the California Emissions Estimator Model (CalEEMod). The Project was also determined to produce a less than significant impact to public services such as police and fire protection.

5.2 Growth Inducing Impacts

CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a proposed project could induce growth. The CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the proposed Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the proposed Project examined in the preceding sections of this Draft EIR.

Potential growth-inducing effects are examined through analysis of the following questions:

Would the project directly or indirectly foster economic or population growth, or the construction of additional housing? Yes

Economic Growth

The Project will not directly or indirectly create significant economic growth within the City. However, the Project site may cause an indirect economic growth due to its development. While the Project site would generate revenue to the City through taxes on its revenue, comparative to the City overall it is a relatively small increase. Construction of the Project site would generate employment consistent with other similar construction activities, and only temporarily until construction activities are complete. Most construction workers would be anticipated to come from within the City or from the nearby region, which already has a population of substantial size to supply the needed workers.

Population and Employment

According to the California Department of Finance (DOF), *Table 2:E-5, City/County Population and Housing Estimates*, the estimated population of the City reached 175,522 persons in the year 2020.[1] The California Employment Development Department (EDD) calculated the City's workforce to be 94,700 persons, with 84,100 of those persons employed.[2] Average employee generation rates presented in the Southern California Association of Governments (SCAG) Employment Density Study Summary Report[3] were used to calculate the number of employees potentially created by the Project. The calculations concluded that the Project would potentially generate approximately 1,172 employees and the Alternate Project would generate approximately 750 employees. Because this is less than the 10,600 unemployed persons within the City as estimated by the EDD, the Project would not necessarily spur a boost in population since the employees could be found within the City's existing unemployment numbers. The Project, at the time of its implementation, would likely only have an indirect effect on the City's population through the expansion of economic activity within the City.

[1] California Department of Finance. (2020). *Table 2:E-5 City/County Population and Housing Estimates, 1/1/2020.* http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/documents/E-5_2020_Internet_Version.xlsx. Accessed August 2020.

[2] California Employment Development Department. (2020). *Local Area Unemployment Statistics (LAUS)* (preliminary data for July 2020). Retrieved from: https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data. Accessed August 2020.

[3] SCAG. 2001. *Employment Density Study Summary Report.* Retrieved from:http://www.mwcog.org/file.aspx?A=QTTlTR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D. The Natelson Company, Inc.: Yorba Linda, CA.

Housing

According to DOF's Table 2:E-5, the City contains 59,440 housing units, of which 57,050 are occupied. The Project is not expected to directly affect the housing availability within the City since no new housing units or renovations to existing housing units are included as objectives. Indirectly, the Project could affect housing stock due to the expansion of the City's economic potential.

Would the project remove obstacles to population growth? No

The Project site is currently disturbed by grading activities and does not contain any structures, residential or non-residential. The existing General Plan designation for parcel 0229-291-54 located in the City of Rancho Cucamonga is designated as Heavy Industrial (HI)[4] and is within the Industrial Area Specific Plan (see Figure LU-5 of the General Plan). The General Plan designation for parcel 0229-291-46 located in San Bernardino County is General Industrial (GI)[5] and is designated in the City of Fontana General Plan as General Industrial (I-G).[6]

The existing zoning designation for parcel 0229-291-54 located in the City of Rancho Cucamonga is zoned Heavy Industrial (HI).[7] The zoning designation for parcel 0229-291-46 located in the County of San Bernardino is Regional Industrial (IR)[8] and is zoned General Industrial (M-2) in the City of Fontana.[9]

The Project would require a GPA to designate the area north of Napa Street, west of the San Sevaine Channel to East Etiwanda Creek and within the County of San Bernardino to Heavy Industrial (HI) Land Use designation consistent with the HI land use designation to the north within the City of Rancho Cucamonga limits.

The Project would require a Pre-zone to designate the portion of parcel 0229-291-23 and all of parcel 0229-291-46 in the area north of Napa Street, west of the San Sevaine Channel to Etiwanda Avenue and within the County of San Bernardino to Heavy Industrial (HI) land use designation consistent with the Heavy Industrial (HI) land use zoning to the north within the City of Rancho Cucamonga limits.

The existing and proposed land use and zoning designations do not allow for the development of residential development. The obstacle to population growth under existing conditions is due to the existing zoning/land use designation, and this obstacle would remain with the proposed GPA and Pre-zone; therefore, the Project would not remove obstacles to population growth.

[4] City of Rancho Cucamonga. 2020. General Plan Viewer. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=e29b6dcd1a374a9da53cb4f96686bd5e (accessed July 2020).
[5] San Bernardino County. 2020. Countywide Plan Policy Map LU-1A Land Use Map, Valley Region. http://countywideplan.com/wp-content/uploads/2021/01/LU-Merged-Maps-201027_adopted.pdf (accessed February 2021).
[6] City of Fontana. 2019. General Plan Land Use Map. https://www.fontana.org/DocumentCenter/View/28163/General-Plan-Land-Use-Map---September-10-2019?bidId= (accessed July 2020).
[7] City of Rancho Cucamonga. 2020. My Community mapper. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=7a1b248dd5fd4bc98bc0f9964a61c755 (accessed July 2020).
[8] San Bernardino County. 2020. Public San Bernardino County Parcel Viewer. https://www.arcgis.com/apps/webappviewer/index.html?id=87e70bb9b6994559ba7512792588d57a (accessed July 2020).
[9] City of Fontana. 2019. Zoning District Map. https://www.fontana.org/DocumentCenter/View/30623/Zoning-District-Map (accessed July 2020).

Would the project require the construction of new or expanded facilities that could cause significant environmental effects? No

The Project site has been previously disturbed by grading activities and is presently used as an overflow parking lot for the Auto Club Speedway. Utility and infrastructure improvements are present within and adjacent to the Project site. The proposed Project would include new infrastructure improvements to allow for the use of resources such as electricity and water, and potentially natural gas. The environmental impacts associated with the facility improvements associated with the proposed Project have been analyzed in *Section 4.1, Air Quality* through *Section 4.13*, *Utilities and Service Systems* of this EIR. As concluded in those sections, no significant unavoidable impacts were discovered through the development of the Project. In the presence of potentially significant impacts which were not minimized by the Project Design Features, mitigation measures have been proposed which, when implemented, would further reduce potential impacts stemming from the proposed Project's development to less than significant levels. Further, the Project would not require the expansion of utility facilities such as water treatment plants or landfills. Adequate capacity was concluded for each of those facilities.

Would the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively? No

Refer to *Section 4.1* through *Section 4.13* of this EIR. No cumulative impacts were discovered during the analysis of the Project. The design features, objectives, and proposed mitigation measures of the Project do not encourage activities that would significantly affect the surrounding environment.

5.3 Mandatory Findings of Significance

CEQA Guidelines Section 15065(a)(1)-(4) requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. The EIR concludes a finding of significance if the project:

Has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

A finding of significance is determined if a project "has the potential to substantially degrade the quality of the environment." In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as "a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

An EIR has been prepared for the Project, which fully addresses all of the Mandatory Findings of Significance.

This EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the proposed Project including direct, indirect, and cumulative impacts in the following resource areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

A summary of all potential environmental impacts, level of significance and mitigation measures is provided in *Section 1.0, Executive Summary*.

Endemic and endangered animals within California and the Project's potential effect on those species are fully discussed in *Section 4.2, Biological Resources* of this EIR. The section found that the Project site had a low capability to harbor special status plants and animals. Nevertheless, mitigation was proposed in the section to further reduce the risk to special status species.

Section 4.3, Cultural Resources and *4.12, Tribal and Cultural Resources* of the EIR analyzed the potential historic and prehistoric resource impacts that could occur due to the implementation of the Project and found no recorded historic or prehistoric resources in the Project site. Further, mitigation proposed within the section would include the retainment of a professional archaeologist and paleontologist to further minimize potential effects to the City's historical and prehistorical resources, in the unlikely event that cultural or paleontological resources are exposed during construction of the Project. The mitigation presented in the section further mitigated the significance of the potential impacts to less than significant levels.

The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The Project and Alternate Project would occupy an area previously undeveloped and vacant. This area would then be developed and used. This would assist the short term goal of the Project by providing an area for the development of warehousing and the associated parking and landscaping improvements and facilitating the usage of the Project site by the Applicant. The long term land use goals and plans for the City are outlined in the Rancho Cucamonga General Plan and shown in their Land Use Map. The Project area is in an area of the City designated for Heavy Industrial land uses. As a warehousing project proposed at a scale that is considered regionally significant according to CEQA Guidelines Section 15206(b), the uses incorporated in the Project would align with the intended uses for the Project area. Further, the annexations proposed for the Project would expand the City's boundary. As well, a lack of existing historical structures ensures that the historical significance of the area would not be adversely affected or deprive others from access to culturally significant facilities.

Section 5.1, Significant Irreversible Environmental Changes, of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, no significant and unavoidable impacts would occur from the Project that would result in a long-term impact on the environment. Lastly, *Section 5.2, Growth-Inducing Impacts of the Proposed Action*, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project.

The project has possible environmental effects that are individually limited but cumulatively considerable.

CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable" to mean that "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." This EIR provides a cumulative impact analysis only for all thresholds that result in a less than significant impact, a potentially significant impact unless mitigated, or a significant and unavoidable impact. Cumulative impacts are addressed for each of the environmental topics listed above and are provided in *Sections 4.1* through *4.13* of this EIR.

The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

As required by Section 15065(a)(4) of the CEQA Guidelines, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this EIR; refer to Table of Contents for specific section numbers. The Project and Alternate Project has the potential to create impacts that could cause adverse effects on human beings. The majority of these effects are created during the construction phase of the Project and would be temporary in nature and would mostly occur over the relatively short-term construction phase. Direct impacts to humans during the construction phase as well as effects associated with operation of the Project site would be less than significant or would be mitigated to less than significant levels. Mitigation measures created for the potential impacts of the Project and Alternate Project are detailed in *Sections 4.1* through *4.13* of this EIR. Similarly, any operational impacts foreseen for the Project will be mitigated to a level of less than significant. No significant impacts were found in the analysis of the Project after implementation of mitigation.

6.0

ALTERNATIVES

6.0 ALTERNATIVES TO THE PROJECT

6.1 Introduction

The California Environmental Quality Act (CEQA) requires an Environmental Impact Report (EIR) to describe a range of reasonable alternatives to the Project, or to the location of the Project. The alternatives should feasibly attain most of the basic objectives of the Project but avoid or substantially lessen any of the significant effects of the Project and evaluate the comparative merits of the alternatives (CEQA Guidelines Section15126.6(a). The CEQA Guidelines require that the EIR include sufficient information about each Alternative to allow meaningful evaluation, analysis, and comparison with the Project. If an alternative would cause one or more significant effects in addition to those that would be caused by the Project as proposed, the significant effects of the Alternative must be discussed, but these effects may be discussed in less detail than the significant effects of the Project as proposed (CEQA Guidelines Section 15126.6(d)). The EIR is not required to consider every conceivable Alternative to a project but is guided by a rule of reason. An EIR is not required to consider alternatives which are infeasible. Section 15126.6(d)) states that the EIR must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. Key provisions of the State CEQA Guidelines on alternatives (CEQA Guidelines Section 15126.6(a) through (f)) are summarized below to explain the foundation and legal requirements for the Alternative's analysis in the Draft EIR.

- "The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly" (Section 15126.6(b)).
- "The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6(e)). "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published or if no NOP is published, at the time the environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6(e)(2)).
- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project" (Section 15126.6(f)).
- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6(f)(1)).

- For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (Section 15126.6(f)(2)(A)).
- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6(f)(3)).

6.2 Range of Alternatives

The lead agency is responsible for selecting this range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. This section describes four alternatives to the Project. These alternatives include the No Project Alternative, No Annexation Alternative, Reduced Footprint Alternative, and Alternative Site Alternative. The four alternatives are discussed in more detail below.

Alternatives were developed based on the following: information provided by the Project Applicant and input received from comments on the NOP. Among the factors that may be taken into account when addressing the feasibility of alternatives, as described in Section 15126.6(f)(1) of the CEQA Guidelines, are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site.

As discussed above, one of the main purposes of the range of alternatives is to discuss different projects that are capable of avoiding or substantially lessening significant effects, especially effects that are found to be significant and unavoidable. In the case of the Project, as discussed throughout *Section 4.0: Environmental Impact Analysis*, there would be no significant and unavoidable Project impacts.

The CEQA Guidelines do not require an EIR to consider every plausible Alternative to a project, but rather must examine in detail only the ones which the lead agency determines could feasibly attain most of the basic project objectives. An EIR also does not need to consider alternatives whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. Feasibility factors include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether project proponents can reasonably acquire, control, or otherwise have access to an alternative site. If the lead agency determines no alternative projects or locations are feasible, it must disclose the reasons for this conclusion in the EIR (CEQA Guidelines Section 15126.6). The alternatives that were selected for additional consideration were chosen in accordance with the above-listed CEQA Guidelines, represent a reasonable range of alternatives and will encourage discussion in a manner to foster meaningful public participation and informed decision making.

6.3 Project Objectives

The Project would increase the City of Rancho Cucamonga's (City) production capacity and further fortify the economic base of the City. The Project's development would also revitalize a portion of the City with new industry and production.

The Project was developed to accomplish the following objectives:

Objective 1: Develop the site with improved infrastructure, landscaping, storm drain, and warehouses.

Objective 2: Implement the City's desire to create revenue-generating uses.

Objective 3: Implement the City's desire to stimulate employment and respond to current market opportunities.

Objective 4: Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies.

Objective 5: Facilitate quality development that diversifies the City's industrial sector.

Objective 6: Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP.

Objective 7: Provide new development that will provide a stable and diverse economic fiscal opportunity to increase the City tax base.

Objective 8: Provide additional temporary and permanent employment opportunities.

Objective 9: Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of and is in proximity to nearby transportation corridors.

6.4 Significant and Unavoidable Project Impacts

Impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project; see CEQA Guidelines Section 15126.6. As concluded in *Section 4.1* through *Section 4.13* of this EIR, the Project would not result in significant and unavoidable impacts to any resource areas.

6.5 Criteria for Selecting Alternatives

Per Section 15126.6(b) of the CEQA Guidelines, the discussion of alternatives shall focus on alternatives to a project, or its location that are capable of avoiding or substantially lessening significant impacts of a project, even if the alternatives would impede to some degree the attainment of the project objectives or would be more costly. This alternatives analysis therefore focuses on project alternatives that could avoid or substantially lessen environmental impacts of the Project related to the environmental categories listed in Appendix G of the CEQA Guidelines.

Comments received during the NOP process included issues related to the potential impacts to habitat areas and types of species within the Project area; impacts to storm drain facilities, wastewater facilities and connections; potential impacts to air quality; impacts associated with the operations of the new building and truck traffic; increased truck traffic on state facilities/highways; future construction of the San Sevaine Trail and impacts to the trail system; and impact to Native American resources. While all of these considerations are addressed throughout this DEIR and in the respective sections, they also were

considered to develop the reasonable range of alternatives and to address the concerns. The alternatives listed below, specifically those that are evaluated, represent a reasonable range, and at least partially fulfill the Project objectives the City is seeking and/or alleviate some of the potential impacts that would occur upon implementation of the Project as proposed.

The discussion in this EIR focuses on three alternatives:

1. No Project Alternative
2. No Annexation Alternative
3. Reduced Footprint Alternative

Based on criteria described in *Section 4.0*, three alternatives, including the No Project Alternative, were carried forward. These alternatives are described in *Section 6.8, Comparison of Project Alternatives*. The following subsection (*Section 6.6, Alternatives Considered but Rejected*), describes the Alternative Sites Alternative that was considered, but rejected, and provides reasoning for not carrying this Alternative forward for evaluation in this EIR.

Because the Project is being pursued on a speculative basis and the end user(s) is unknown, an Alternate Project (an E-Commerce use) was analyzed at CEQA level depth for purposes of informed decision making. The Alternate Project underwent a detailed analysis in *Section 4.0 Environmental Impact Analysis*. The Alternate Project is not considered a Project Alternative for purposes of CEQA Section 15126.6 because it was not designed to avoid or substantially lessen any of the significant effects of the project. The potential environmental impacts of the Alternate Project have been evaluated above and, therefore, are not further analyzed below as part of the Alternatives discussion.

6.6 Alternatives Considered but Rejected

CEQA Guidelines Section 15126.6(c) states that an EIR should identify any alternatives that were considered by the lead agency but rejected because the Alternative would be infeasible, fail to meet most of the basic project objectives, or unable to avoid significant environmental impacts. Further, an EIR may consider an alternative location for the proposed project but is only required to do so if significant project effects would be avoided or substantially lessened by moving the project to another site and if the project proponent can reasonably acquire, control, or otherwise have access to the alternative site.

Alternative Site Alternative

CEQA Guidelines Section 15126.6(f)(2)(A) notes the following concerning alternative project locations:

- The key question and first step in (alternative location) analysis is whether any of the significant effects of the Project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
- CEQA Guidelines Section 15126.6(f) requires consideration of an Alternative Site that the Project Applicant would be reasonably able to acquire, control, or gain access to develop. The CEQA Guidelines section also posits that the alternative location chosen should substantially reduce or avoid potential environmental impacts. In the case of the proposed Project, an alternative site is

not considered applicable or feasible, as the Project Applicant does not control other undeveloped property of similar size within the City or in the immediate area. Additionally, there are very few remaining developable sites in the City that are approximately commensurate in size to the Project. Further, due to the lack of significant environmental impacts identified during Project analysis, an alternative site would not be likely to substantially reduce any potential impact created by Project implementation. For the above reasons, the Alternative Site Alternative was rejected from further consideration and is not discussed further.

6.7 Alternatives to the Project Selected for Analysis

The three analyzed alternatives present a reasonable range of alternatives to the Project. The analysis in this section focuses on significant and unavoidable impacts attributable to each Alternative and the ability of each Alternative to meet basic Project objectives.

Alternative 1: No Project Alternative

Alternative 1 focuses on impacts that would occur if the Project was not constructed and the Project site retained its current use as an overflow parking lot for the Auto Club Speedway.

Alternative 2: No Annexation Alternative

Alternative 2 would amend the Project description in that it would not include the annexation of a portion of Assessor Parcel Number (APN) 0229-291-23 (not a part of the development project and not analyzed in this EIR) or the whole of APN 0229-291-46, each located in unincorporated San Bernardino County along the southern Project boundary. Nor would it include the associated General Plan Amendment (GPA) and Pre-zone of the previously mentioned parcels. This Alternative would therefore develop APN 0229-291-54 in accordance with the existing Heavy Industrial (HI) land use zone and Heavy Industrial General Plan land use designation, and APN 0229-291-46 in accordance with County standards. The proposed warehouses would be the same size as those proposed by the Project. Building A would be approximately 500,648 square feet (sf) and Building B would be approximately 155,230 sf.

Alternative 3: Reduced Footprint Alternative

This Alternative would reduce the overall development footprint by approximately 50 percent. Building A would be approximately 250,324 sf and Building B would be approximately 77,615 sf. This Alternative would assume a smaller project site and associated parking and landscaped areas.

6.8 Comparison of Project Alternatives

Per CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the Project as proposed. For each Alternative, the analysis below describes each Alternative, analyzes the impacts of the Alternative as compared to the Project, identifies significant impacts of the Project that would be avoided or lessened by the Alternative, assesses the Alternative's ability to meet most of the Project objectives, and evaluates the comparative merits of the Alternative and the Project. The following sections provide a comparison of the environmental impacts associated with each of the Project alternatives, as well as an evaluation of each Project alternative to meet the Project objectives.

Alternative 1: No Project Alternative

Consistent with CEQA Guidelines Section 15126.6, the No Project Alternative assumes that the existing land uses and condition of the Project sites at the time the NOP was published (September 3, 2020) would continue to exist without the Project. The setting of the Project sites at the time the NOP was published is described as part of the existing conditions throughout Section 4 of this Draft EIR with respect to individual environmental issues and forms the baseline of the impact assessment of the Project.

The No Project Alternative assumes the Project would not be implemented and land uses and other improvements would not be constructed. This Alternative serves as the baseline against which the effects of the Project and other Project alternatives are evaluated. Under this Alternative, none of the proposed improvements would occur. However, development allowed by right under the existing Heavy Industrial (HI), Regional Industrial/Speedway RDA (IR) and General Industrial (I-G) General Plan designation within each jurisdiction, could occur. The existing zoning would allow for industrial development, but the parcels are within multiple jurisdictional boundaries. Access to the site is from Napa Street, currently a County of San Bernardino road.

Impacts Compared to Project Impacts

An evaluation of the potential environmental impacts of the No Project Alternative, as compared to those of the Project, is provided below.

Air Quality

Short-term air quality impacts from grading and construction activities associated with the Project would not occur with the No Project Alternative, as no land uses would be disturbed, and the Project's proposed warehouses and associated parking and landscaping would not be constructed. The Project's construction-related emissions, which would be less than significant with standard conditions and requirements incorporated, would be avoided.

Operational emissions from the Project would be associated with area sources, energy sources, mobile sources (i.e., motor vehicle use), off-road emissions, and transport refrigeration units (TRUs). Operational emissions associated with this Project would be less than significant. Operational impacts associated with the existing use (overflow parking for Auto Club Speedway), while minimal, would remain due to mobile sources (i.e., motor vehicle use) and dust generated from motor vehicles accessing/using the Project site for parking and would continue to disturb the natural, pervious surface. Operational emissions of the existing use would be less than that of the Project.

The No Project Alternative would be environmentally superior to the Project regarding air quality impacts, as no increase in short and long-term emissions associated with the Project would occur.

Biological Resources

The Project would result in less than significant direct and indirect impacts to special-status animal species with mitigation incorporated. These species include Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), golden eagle (*Aquila chrysaetos*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Under this Alternative, none of the Project's impacts to special-status animal

species would occur, as existing habitat, foraging habitat, vegetation, and shrubs would not be removed, and the Project would not be constructed.

The No Project Alternative would be environmentally superior to the Project regarding biological resources, as no habitat, or plant or wildlife species would be impacted.

Cultural Resources

The Project would result in a less than significant impacts to historical resources and less than significant impacts to as yet undiscovered archaeological resources, with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur. This Alternative would also avoid the Project's potential for disturbing human remains, which is concluded to be less than significant through compliance with the established regulatory framework as outlined in Mitigation Measure (MM) CUL-2.

The No Project Alternative would be environmentally superior to the Project regarding cultural resources. There would be no potential for impacting resources since no ground disturbing activities would occur.

Energy

The Energy consumption associated with Project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would not occur with this Alternative, since the Project would not be constructed. Project construction impacts, which would be less than significant, would not occur.

Operational energy use for the Project would not exceed one percent of the corresponding County use and the impact would be less than significant. Under this Alternative, energy use associated with motor vehicles (petroleum fuel) would continue with use of the Project site as an overflow parking area for Auto Club Speedway, as motorists drive to the lot. However, when compared to the Project, this Alternative would consume less energy for operational use.

The No Project Alternative would be environmentally superior to the Project regarding energy impacts, as no increase, however slight, in long-term energy consumption associated with the Project would occur.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project would not occur with this Alternative, since the Project would not be constructed. This Alternative would avoid the less than significant impact with mitigation incorporated associated with the Project.

The Project site is susceptible to seismic, geologic, and soils hazards. Construction of the Project would introduce people and structures to said hazards resulting in a less than significant impact with and without mitigation incorporated. Continued use of the Project site as an overflow parking lot for the Auto Club Speedway would intermittently expose users to seismic, geologic, and soils hazards. However, users would be exposed to the same hazards if they parked at the speedway or another parking facility. Since no Project improvements would be constructed under the No Project Alternative, this Alternative would avoid the Project's potential for unique paleontological or geologic resources to be impacted from ground disturbing activities, which is concluded to be less than significant with mitigation incorporated.

The No Project Alternative would be environmentally superior to the Project regarding geological, soils, and paleontological resources. The exposure of people to seismic, geologic, and soil hazards under the No Project Alternative would be infrequent, whereas the Project would expose people and structures to said hazards permanently.

Greenhouse Gas Emissions

Under this Alternative, greenhouse gas (GHG) emissions would not be elevated as compared to the Project. Short-term construction and long-term operational emission of GHG would not occur under this Alternative. Accordingly, use of fossil fuels would be less under this Alternative. Although operation of the site as an overflow parking area would include automobile trips, use of the site for the Project would generate a far greater number of daily and peak trips and would make a greater contribution to GHG emissions. Less than significant impacts with mitigation associated with GHG emissions from the Project would be eliminated under this Alternative because the warehouse buildings would not be constructed.

The No Project Alternative would be environmentally superior to the Project regarding GHG emissions, since no increase in GHG emissions would occur.

Hazards and Hazardous Materials

The Project's potential construction-related impacts involving increased safety risk to workers due to the transport, handling, and disposal of hazardous materials and waste, which were considered to be less than significant with mitigation incorporated, would be avoided with this Alternative, since no construction activities would occur. This Alternative would not result in the release of hazardous materials into the environment because construction activities would not occur, avoiding the less than significant impact with mitigation incorporated associated with the Project. Under the No Project Alternative, no warehouses would be constructed or operated; therefore, no ground disturbing activities would occur which could result in the upset of known and unknown hazards and hazardous materials. However, under this Alternative, operation of the site as an overflow parking area for the Auto Club Speedway would continue and there is a continued potential for the release of hazardous materials associated with automobiles such as motor oil and gasoline. Note, however, that a Phase II Investigation was performed on the Project site to conduct soil sampling for volatile organic compounds (VOCs), organochlorine pesticides (OCPs), polycyclic aromatic hydrocarbons (PAHs), total petroleum hydrocarbons gasoline range (TPHg), diesel range (TPHd) and motor oil range (TPHmo) and Title 22 metals and soil vapor samples for VOCs. The investigation found that concentrations of these substances was not at a level which would pose a risk at the Project site.

The No Project Alternative would be environmentally superior to the Project regarding hazards and hazardous materials, since no ground disturbing activities would occur, and no buildings or structures would be constructed or operated.

Hydrology and Water Quality

The No Project Alternative would not result in short-term impacts to water quality, since no grading, excavation, or construction activities would occur. The less than significant short-term water quality impacts with mitigation incorporated that would occur with the Project would be avoided with this Alternative.

The No Project Alternative would not substantially change the hydrologic conditions compared to development of the site with warehouses. Project implementation would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The Project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be avoided with this Alternative.

Project implementation would increase demands on groundwater resources through the addition of proposed land uses. This Alternative would leave the Project area with permeable surfaces and facilitate more groundwater infiltration. Project impacts concerning groundwater supplies would be less than significant. Under the No Project Alternative, no impact would occur to groundwater supplies, as no land uses would be added, and Project impacts concerning groundwater supplies would be avoided.

The No Project Alternative would be environmentally superior to the Project regarding hydrology and water quality, since no increase in stormwater capacity would occur, impervious surfaces would not increase, and land uses would not be added.

Land Use and Planning

The No Project Alternative would retain the Project site in its current condition - the existing land use as an overflow parking lot would be retained and no warehouses or improvements would be constructed. The Project requires a GPA, Pre-zone, and Annexation. Under the No Project Alternative, existing land use would be maintained, removing the need for a GPA, Pre-zone, and Annexation. The Project would not divide an established community nor would the No Project Alternative.

The No Project Alternative would be environmentally superior to the Project regarding land use and planning, since no land uses would be added, and no land use entitlements would be required.

Noise

The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would not occur with the No Project Alternative as no warehouses would be constructed. Therefore, the construction-related noise and vibration impacts that would occur with the Project would be avoided with this Alternative.

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. The nearest sensitive receptor is located approximately 730 feet away. Operational noise generated by the Project would not exceed City standards, and therefore have a less than significant impact on sensitive receptors. Once operational, the Project would be a source of ground-borne vibration; however, the impact would be less than significant. Noise and vibration impacts associated with the existing use as an overflow parking area for the Auto Club Speedway would continue, although at a duration and occasion less than that of the Project.

The No Project Alternative would be environmentally superior to the Project regarding noise and vibration. The short-term construction-related or long-term operational vehicular noise level and vibration increases associated with the Project would not occur.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, since no construction would occur, no temporary construction-related increase in traffic would occur. This Alternative would avoid the Project's construction impacts, which would be less than significant.

While the Project would remove the existing land use as an overflow parking lot, it would not reduce traffic or trips. Project implementation is anticipated to generate 115 total trips during the a.m. peak hour, 132 total trips during the p.m. peak hour, and 1,543 total daily trips. While the existing use may generate traffic or trips, it's at a much lesser duration and occasion than the Project.

Construction of the Project would require off-site circulation improvements to support operations through 2040. For opening year (2022), the Project would be required to improve conditions on the Interstate 15 (I-15) Southbound Ramp and 4th Street intersection which would include the addition of overlap phasing to the northbound, southbound, and westbound right turn lanes to optimize the cycle lengths. These improvements are not included in any fee program, but a fair share contribution has been calculated. The Project's fair share calculation for this intersection is 2.25 percent. The No Project Alternative would not require said roadway improvements.

The No Project Alternative would be environmentally superior to the Project regarding transportation impacts. No increase in construction and operational trips would occur under this Alternative.

Tribal Cultural Resources

The Project could result in less than significant potential impacts to as yet undiscovered tribal cultural resources, with mitigation incorporated. Under this Alternative, these potential Project impacts would be avoided, as no ground disturbing activities would occur.

The No Project Alternative would be environmentally superior to the Project regarding tribal cultural resources. There would be no potential for impacting tribal cultural resources, since no ground disturbing activities would occur.

Utilities and Service Systems

The No Project Alternative would avoid the Project's temporary increased demand upon utilities and service systems during construction. Given the Project's scope and nature (i.e., warehouse construction), Project operations would create a demand for water, and increase wastewater or solid or waste generation. This Alternative would not increase the demand for water and wastewater and solid waste services. The No Project Alternative would retain the Project site in its current condition. With this Alternative, the site's existing land use as an overflow parking lot would remain.

The No Project Alternative would be environmentally superior to the Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would not occur

during construction, and neither would increase in services and utilities demand resulting from operation of the warehouses.

Ability to Meet Project Objectives

Under the No Project Alternative, the site would remain undeveloped and would, therefore not meet any of the Project objectives including: (1) Develop the site with improved infrastructure, landscaping, storm drain, and warehouses; (2) Implement the City's desire to create revenue-generating uses; (3) Implement the City's desire to stimulate employment and respond to current market opportunities; (4) Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies; (5) Facilitate quality development that diversifies the City's industrial sector; (6) Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP; (7) Provide new development that will provide a stable and diverse economic fiscal opportunity to increase the City tax base; (8) Provide additional temporary and permanent employment opportunities; and (9) Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of nearby transportation corridors.

Alternative 2: No Annexation Alternative

Alternative 2 was developed to eliminate the need for the annexation (and associated Pre-zone and GPA) of a portion of APN 0229-291-23 (not a part of the development project and not analyzed in this EIR) and the whole of APN 0229-291-46, each located in unincorporated San Bernardino County along the southern Project boundary. While the annexation and associated Pre-zone would not occur, development on these parcels would occur, however according to County standards. The proposed warehouses would be the same size as those proposed by the Project. Building A would be approximately 500,648 sf and Building B would be approximately 155,230 sf.

This Alternative, inclusive of the Project and Alternate Project, would develop APN 0229-291-54 in accordance with the existing Heavy Industrial (HI) land use zoning classification and Heavy Industrial general plan land use designation. This Alternative would develop the new public street constructed east of Etiwanda Creek along the west property line within the area currently designated as Flood Control/Utility Corridor. The public street would be constructed per City standards and dedicated to the City. The GPA would not be required to amend the Flood Control/Utility Corridor designation along the west boundary of APN 0229-291-54 along East Etiwanda Creek to Heavy Industrial for the street improvements and dedication. Additionally, a GPA to remove the floating park designation would not be necessary as the General Plan identifies a Floating Park and Special Use Facilities as floating until final locations are determined. The General Plan describes that a recreation study should be prepared to determine park needs and locations for future facilities. Alternative 2 would be subject to the same development standards as the Project including parking, setback, and landscape requirements.

The development of parcel APN 0229-291-46 for parking, site improvements, landscaping, driveways and roadways would occur within the County of San Bernardino to support the Project.

County development standards applicable to the Project are as follows:

- Per Table 82-19A: IC and IR Land Use Zoning Designations Development Standards, Valley Region, the front and side (street side) setback requirement is 25 feet.
- Per Table 83-12: Minimum Landscaped Area, the landscaped area required for Industrial/Warehouse is 15 percent of the lot area or 1,000 square feet, whichever results in the larger landscaped area.
- Per Table 83-15: Parking Requirements by Land Use, the number of spaces required for industrial uses of various types are:
  - 1 for each 1,000 sq. ft. of the first 40,000 sq. ft. of gross floor area (GFA); and
  - 1 for each 4,000 sq. ft. of GFA for the portion over 40,000 sq. ft.; and
  - 1 for each facility vehicle
- Per Section 83.11.080(h)(1)(A): Landscape Requirements for Parking Areas, parking areas adjoining a public street shall be designed to provide a minimum 15-foot-wide landscaped planting strip between the street right-of-way and parking area. The Director may grant an exception to this requirement if existing structures or substandard parcels preclude its implementation. In this case, the maximum planting strip area shall be provided based on-site conditions.
- Infrastructure improvements required for Industrial Land Uses would be done in accordance with Table 83-9: Infrastructure Improvement Standards, Valley Region. Standards listed include legal and physical access and grants of easements.
- Design of the proposed north-south roadway at the western end of APN 0229-291-46 would be done so in accordance with Table 83-20: Road System Design Standards. The proposed roadway, classified as a Collector Street, would meet the requirements of Table 83-20, including the number of lanes (two); a 66 foot wide right-of-way and 44-foot wide curb-to-curb separation.
- Per Table 83-18: Minimum Off-Street Parking Dimensions, parking spaces and driveways would follow the standards for parking spaces angled at 90 degrees; space width of 9 feet, space length of 19 feet (per vehicle), space dept (from curb) of 19 feet, and driveway width of 24 feet.
- As previously stated, development of APN 0229-291-54 under Alternative 2 would be subject to the same building standards as the Project; therefore, in order to meet said standards, revisions to the site plan may be required in order to meet setback, landscaping, and parking requirements.
- Per Table 17.36.040-1: Development Standards for Industrial Zoning Districts of the Rancho Cucamonga Municipal Code (RCMC), open space/landscape area required for HI zoning is 5 percent of the site.
- Per Table 17.36.040-2: Streetscape Setback Requirements of Section 17.36.040: Development standards for industrial districts of the RCMC, streetscape setback requirements for a local/collector, such as Napa Street, are 25 feet for landscaping, 25 feet for buildings, and 15 feet for parking.

- Per Section 17.56.050(A)(1): All setback areas required by this Code shall be landscaped in compliance with this chapter except where a required setback is occupied by a sidewalk or driveway, or is enclosed and screened from abutting public rights-of-way.
- Per Table 17.64.050-1: Parking Requirements by Land Use of Section 17.64.050 Number of parking spaces required of the RCMC, for Industrial, Warehousing, and Manufacturing land use, 4 per 1,000 sf is required for office and administration; and 1 per 1,000 sf for first 20,000 sf; 1 per 2,000 sf for the next 20,000 sf; and 1 per 4,000 sf for the remaining sf is required for warehouse/storage.

Impacts Compared to Project Impacts

An evaluation of the potential environmental impacts of the No Annexation Alternative, as compared to those of the Project, is provided below.

Air Quality

Under this Alternative, short-term construction and long-term operational air emissions would be similar when compared to construction of the Project. This is due to the overall footprint on which structures would be developed being nearly the same. The overall footprint of the warehouses associated with this Alternative would be similar to that proposed under the Project and Alternate Project. This Alternative would be required to adhere to RCMC and County development standards including those for parking, landscaping, and setbacks.

The number of parking space and number of employees, and associated vehicle and truck trips, would likely be equivalent to that under the Project and Alternate Project.

Similar to the Project, construction impacts would be temporary and anticipated to be less than significant.

While this Alternative would not require the annexation of APN 0229-291-46, the potential development of this parcel would realize increased emissions similar to the Project and Alternate Project. Therefore, impacts under this Alternative could be similar under the Project, and still considered less than significant with standard conditions and requirements implemented, as employees and truck drivers would drive automobiles and trucks to and from the Project site.

The No Annexation Alternative would be environmentally equivalent to the Project regarding air quality impacts, as no decrease in short-term and long-term emissions associated with the Alternative would occur.

Biological Resources

Under the No Annexation Alternative, the site would be developed with either the Project or Alternate Project, on essentially the same area with the same habitat. The Project would result in less than significant direct and indirect impacts to special-status animal species with mitigation incorporated. These species include Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), golden eagle (*Aquila chrysaetos*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Development under the No Annexation Alternative would require implementation of the same mitigation as the Project to protect biological resources. While there is a potential for nesting birds to use the ornamental landscaping, potential impacts would be reduced under the Project. No impacts to wetlands would occur

under this Alternative nor the Project and Alternate Project. Therefore, this Alternative would result in the same potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the Project, direct and indirect impacts on biological resources would be mitigated to less than significant under this Alternative.

The No Project Alternative would be environmentally equivalent to the Project regarding biological resources, as similar habitat, or plant or wildlife species would be impacted.

Cultural Resources

Under this Alternative, either the Project or Alternate Project would be constructed on APN 0229-291-54. The Project would result in a less than significant impact to historical resources and less than significant impacts to as yet undiscovered archaeological resources, with mitigation incorporated. This Alternative has the same potential to contain known and unknown cultural resources as ground disturbing activities would occur over much of the same area. The Project's potential for disturbing human remains, which is concluded to be less than significant through compliance with the established regulatory framework as outlined in Impact 4.3-3, would be similar with this Alternative.

The No Annexation Alternative would be environmentally equivalent to the Project regarding cultural resources. Given similar development within vacant lands and ground disturbing activities, there would be a similar potential to impact as yet undiscovered resources.

Energy

The energy usage during construction associated with water usage for dust control, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips would be similar with this Alternative, since two warehouses would be constructed on APN 0229-291-54. Project construction impacts, which would be less than significant, would occur with the No Annexation Alternative.

Operational energy use for the Project would not exceed one percent of the corresponding County use and the impact would be less than significant. It is anticipated that this same impact would be realized under this Alternative.

The No Annexation Alternative would be environmentally equivalent to the Project regarding energy impacts, as no significant reduction in short- and long-term energy consumption would occur.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project and Alternate Project would also occur with this Alternative, since warehouse(s) would be constructed. This Alternative would realize the same less than significant impact with mitigation incorporated as that associated with the Project.

The Project site is susceptible to seismic, geologic, and soils hazards. Construction of the Project would introduce people and structures to said hazards resulting in a less than significant impact with and without mitigation incorporated. Potential geologic hazards would still include seismic shaking from faults, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes. Implementation of this Alternative; however, would not exacerbate any of the listed existing geologic conditions. Similar to

the Project, direct and indirect impacts from geology and soils under this Alternative would conform to all required codes and where applicable, would be mitigated to less than significant.

The No Annexation Alternative would be environmentally equivalent to the Project regarding seismicity, geology, and soils, given it would expose a similar number of people and structures to potential hazards.

Greenhouse Gas Emissions

Under this Alternative, GHG emissions would be similar to the Project. Short-term construction and long-term operational emission of GHG would occur under this Alternative. Additionally, use of fossil fuels would be similar under this Alternative. Mitigated GHG emissions associated with the Project would not exceed the 10,000 MTCO2e per year threshold. Therefore, impacts would be less than significant with mitigation incorporated. For the Project, MM AQ-1 requires the implementation of a Transportation Demand Management (TDM) program to reduce single-occupant vehicle trips and encourage transit. MM AQ-2 requires electrical hookups at all loading bays and MM AQ-3 prohibits truck idling when engines are not in use. Additionally, MM AQ-4 requires the use of model year 2010 trucks or newer. Further, MM AQ-5 would limit refrigerated space to 56,000 sf or less to reduce energy emissions. The warehouses associated with this Alternative would be similar in size as that of the Project, the impact would be similar, and mitigation incorporated.

The No Annexation Alternative would be environmentally equivalent to the Project regarding GHG emissions, since a similar increase in GHG emissions would occur.

Hazards and Hazardous Materials

Under the No Annexation Alternative, development on the same area as the Project and Alternate Project would occur with the same potential to contain known and unknown hazards and hazardous materials. Development would include disturbance of the same area and similar construction techniques. Impacts associated with accidental upset of materials or disturbance of an unknown hazardous material site would be similar. Warehouse uses are anticipated to use some volume of materials such as cleaners, pesticides and fertilizers for landscaping, and other materials for machinery and equipment under this Alternative and the Project and Alternate Project. These impacts also would be similar and substantial differences in the potential risk of upset would not occur. Impacts compared to the Project would be similar.

The No Annexation Alternative would be environmentally equivalent to the Project regarding hazards and hazardous materials, since similar ground disturbing activities would occur, and one or two buildings or structures would be constructed and operated.

Hydrology and Water Quality

The No Annexation Alternative would result in short-term impacts to water quality, since grading, excavation, or construction activities would occur. The less than significant short-term water quality impacts with mitigation incorporated that would occur with the Project or Alternate Project would also occur with this Alternative.

Both the No Annexation Alternative and Project would substantially change the hydrologic conditions of the site through warehouse construction. Project implementation would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The Project's

potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be the same with this Alternative. The site, whether developed for the Project, Alternate Project, or Alternative 2, would include a Stormwater Pollution Prevention Plan (SWPPP) with Best Management Practices (BMP) to minimize effects from erosion both on-site and off-site. Similarly, each would include drainage facilities to minimize the contribution of sediments and pollutants to downstream receiving water.

Project implementation would increase demands on groundwater resources through the addition of proposed land uses. This Alternative would leave the Project area with a similar amount of permeable surfaces and facilitate equivalent groundwater infiltration. Project impacts concerning groundwater supplies would be less than significant. Under the No Annexation Alternative, similar impact would occur to groundwater supplies, as the same land uses would be added.

The No Annexation Alternative would be environmentally equivalent to the Project regarding hydrology and water quality, since an increase in stormwater capacity would occur, impervious surfaces would increase, and land uses would be added.

Land Use and Planning

The Project requires the annexation of APN 0229-291-46 and associated GPA and Pre-zone. The annexation and associated Tentative Parcel Map are for the purposes of consolidating the existing two parcels into two new parcels that will meet the City's requirements with adequate access to Napa Street for the Project. Under the No Annexation Alternative, the boundary amendment and annexation of APN 0229-291-46 would not occur nor would the associated Pre-zone and GPA. Development of the Project under this Alternative would not only require the Project to meet the requirements of the City's Municipal Code, but also the County's Development Code (for the portion of the Project comprised of APN 0229-291-46). Thus, requiring application and permit approvals by both the County and City, and potentially impacting the Project schedule. The Project was found to be consistent with relevant City General Plan goals and policies. This Alternative would require a consistency analysis with relevant goals and policies from the County's Countywide Plan and review of this environmental document by the County. This, again, could lengthen the Project schedule.

Variances may be required to meet minimum access, parking, landscaping, and building setback standards as required by City standards as parcel APN 0229-291-54 would have to meet all development standards independent of parcel APN 0229-291-46 located in the County of San Bernardino. The Project would not divide an established community nor would the No Annexation Alternative.

The No Annexation Alternative would be environmentally inferior to the Project regarding land use and planning, since additional land use entitlements associated with the Project may be required for parcel APN 0229-291-46.

Noise

The Project's construction-related noise impacts would be less than significant. The Project's construction-related vibration impacts are also anticipated to be less than significant. The Project's construction-related noise and vibration impacts would also occur with the No Annexation Alternative as similar land uses

would be constructed. Therefore, the construction-related noise and vibration impacts that would occur with the Project would be realized with this Alternative.

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the following: mechanical equipment (i.e., trash compactors, air conditioners, etc.); slow-moving trucks on the Project site, approaching and leaving the loading areas; activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise); parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and off-site traffic noise. The nearest sensitive receptor is located approximately 730 feet away. Operational noise generated by the Project would not exceed City standards, and therefore have a less than significant impact on sensitive receptors. Operation of this Alternative would introduce identical sources of noise to the Project vicinity and would similarly result in a less than significant impact on sensitive receptors.

The No Annexation Alternative would be environmentally equivalent to the Project regarding noise. Short-term construction-related and long-term operational noise level increases would occur, as this Alternative would develop identical land uses approximately the same distance to sensitive receptors.

Transportation

During Project construction, the Project would generate construction-related traffic. Under this Alternative, a similar amount of construction-related traffic would be generated. This Alternative's impact would be similar to the Project's construction impacts, which would be less than significant.

Project implementation is anticipated to generate 115 total trips during the a.m. peak hour, 132 total trips during the p.m. peak hour, and 1,543 total daily trips. This Alternative is anticipated to generate a similar number of trips due to its development of a similar use (two warehouses).

Construction of the Project would require off-site circulation improvements to support operations through 2040. For opening year (2022), the Project would be required to improve conditions on the I-15 Southbound Ramp and 4th Street intersection which would include the addition of overlap phasing to the northbound, southbound, and westbound right turn lanes to optimize the cycle lengths. These improvements are not included in any fee program, but a fair share contribution has been calculated. The Project's fair share calculation for this intersection is 2.25 percent. The No Annexation Alternative would likely also require said roadway improvements.

The No Annexation Alternative would be environmentally equivalent to the Project regarding transportation impacts. An increase in construction and operational trips would occur under this Alternative.

Tribal Cultural Resources

The Project would result in less than significant potential impacts to as yet undiscovered tribal cultural resources, with mitigation incorporated. These potential Project impacts would also occur with this Alternative because ground disturbing activities would still occur on APN 0229-291-46. The Project's potential to disturb as yet undiscovered tribal cultural resources, which is concluded to be less than significant with mitigation incorporated, would be similar with this Alternative.

The No Annexation Alternative would be environmentally equivalent to the Project regarding tribal cultural resources. Given the similar development footprints and ground disturbing activities within the vacant property, there would be a similar potential to impact as yet undiscovered tribal cultural resources.

Utilities and Service Systems

This Alternative would result in development similar to the Project. Both this Alternative and the Project and Alternate Project would be result in an increased demand for utilities. Demands for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal would be similar to that of the Project. Existing utilities would be extended and upgraded as needed during construction of the Project and this Alternative to serve the anticipated demands and to accommodate operation of each. While the Project and this Alternative would increase the overall demand for services, adequate capacity to serve this Alternative and the Project is anticipated. Impacts under this Alternative would be similar and would remain less than significant under both this Alternative and the Project and Alternate Project.

The waters supply assessment (WSA) concluded that Fontana Water Company's (FWC) available water supplies would be sufficient to meet all Project-related water demands for the next 20 years through 2040, including during single and multiple dry years. The same finding would be made for this Alternative. The Project is estimated to result in an average potable water building demand of 37-acre feet/year (AFY) and a landscape demand of 10 AFY. The demand for this Alternative would be slightly less as this Alternative would not include the annexation of APN 0229-291-46.

The No Annexation Alternative would be environmentally equivalent to the Project regarding impacts to utilities and service systems. Temporary increases in utility demand and construction of utilities would occur during construction, as would increases in services and utilities demand resulting from warehouse operations.

Ability to Meet Project Objectives

The No Annexation Alternative would meet the identified Project objectives, including: (1) Develop the site with improved infrastructure, landscaping, storm drain, and warehouses; (2) Implement the City's desire to create revenue-generating uses; (3) Implement the City's desire to stimulate employment and respond to current market opportunities; (4) Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies; (5) Facilitate quality development that diversifies the City's industrial sector; (6) Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP; (7) Provide new development that will provide a stable and diverse economic fiscal opportunity to increase the City tax base; (8) Provide additional temporary and permanent employment opportunities; and (9) Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of nearby transportation corridors.

Under the No Annexation Alternative, the Project would be required to be consistent with not only the City's General Plan goals and policies, but also with the County of San Bernardino's Countywide Plan goals and policies. In addition, without annexation of APN 0229-291-46, the Project would not include the consistent establishment of land use designations/zoning classifications and jurisdictional boundaries across the entire Project site. Under this Alternative, applications and permit approvals would be required from both the City and the County. This may inconvenience the Project schedule, which anticipates

commencement of construction in 2021. This Alternative would also require a consistency analysis with the Countywide Plan and review of this environmental documentation by the County, potentially lengthening the Project approval schedule.

Alternative 3: Reduced Footprint Alternative

This Alternative would reduce the overall development footprint within the Project site by 50 percent. Building A would be approximately 250,324 sf and Building B would be approximately 77,615 sf. This Alternative would result in smaller warehouse buildings and associated parking and landscaped areas and would concentrate development on the southerly/easterly end of the Project site, avoiding the areas not presently disturbed by Auto Club Speedway overflow parking. This Alternative would reduce overall impacts to the site.

Impacts Compared to Project Impacts

An evaluation of the potential environmental impacts of the Reduced Footprint Alternative, as compared to those of the Project, is provided below.

Air Quality

This Alternative would reduce development on the Project site by approximately 50 percent and thereby reduce construction and operations air emissions by a similar amount. Accordingly, emissions of criteria pollutants from construction equipment and mobile sources (including cars and truck trips) would be reduced, dust emissions from ground disturbance during construction would be reduced, and the Alternative would conform to applicable air quality management plans. This Alternative would still require the annexation of APN 0229-291-46 and associated GPA and Pre-zone and these impacts would remain the same. With regard to construction and operations emissions, the Project would not exceed South Coast Air Quality Management District (SCAQMD) thresholds and the impact would be less than significant with implementation of standard conditions and requirements. The same impact would be realized by this Alternative.

The Reduced Footprint Alternative would result in reduced air quality impacts, as short- and long-term emissions associated with this Alternative would be less than the Project.

Biological Resources

Under the Reduced Footprint Alternative, approximately half the Project site would remain undeveloped. Development under this Alternative would be concentrated to the southerly/easterly portion of the Project site, preserving the habitat not presently disturbed by Auto Club Speedway overflow parking. This would reduce impacts to biological resources and improve the habitat value of the site compared to the Project. With approximately half the site remaining undeveloped, impacts to sensitive species and habitat/foraging habitat would be reduced. The Project would result in less than significant direct and indirect impacts to special-status animal species with mitigation incorporated. These species include Swainson's hawk (*Buteo swainsoni*), northern harrier (*Circus hudsonius*), golden eagle (*Aquila chrysaetos*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). Under this Alternative, less of the Project's impacts to special-status animal species would occur, as some existing habitat, foraging habitat, vegetation, and shrubs would be maintained. This Alternative would still require annexation of APN 0229-291-46 and associated GPA and Pre-zone. Impacts in this regard would be the same as the

Project and less than significant impacts with mitigation to biological resources would remain the same. Therefore, because the Reduced Footprint Alternative site would not undergo as substantial development as under the Project, impacts to biological resources would be incrementally reduced.

Compared to the Project, the Reduced Footprint Alternative would result in reduced biological resource impacts, as less habitat, and plant and wildlife species would be impacted.

Cultural Resources

This Alternative would reduce the developable area by approximately 50 percent on the Project site and reduce the potential for disturbance of unknown buried archaeological resources by an equivalent amount. Similarly, this would reduce the potential to damage or destroy unknown human remains. Overall, this would reduce potential impacts to cultural resources associated with the Reduced Footprint Alternative site. Impacts under the Reduced Footprint Alternative would be less than the Project.

Compared to the Project, the Reduced Footprint Alternative would result in reduced cultural resource impacts. While similar development within vacant lands would occur, it would be at a smaller scale, and ground disturbing activities would be reduced by half, thereby reducing the potential to impact as yet undiscovered resources.

Energy

The Reduced Footprint Alternative would result in the construction of two warehouses approximately 50 percent less in size as would occur under the Project. APN 0229-291-46 would still be annexed, and a GPA and Pre-zone required. Regarding the warehouse sites, less area would be developed under this Alternative and there would be less energy used during construction. Less energy would be required because fewer vehicle trips would be needed and not as much machinery would be needed and the overall time of operation needed to complete construction would be less. Similarly, smaller warehouses would not be able to accommodate as many trucks, would require fewer employees, and would require less energy for heating and cooling to illumination. Therefore, this Alternative would reduce energy use by approximately half, it would be considered a substantial reduction and impacts conclusion would remain less than significant.

Compared to the Project, the Reduced Footprint Alternative would result in reduced energy impacts, as less energy would be used for the construction and operation of this Alternative.

Geology and Soils

The soil erosion or loss of topsoil from grading and excavation operations that would occur with the Project, would also occur with the Reduced Footprint Alternative, as new development would occur. With this Alternative, these impacts would occur to a lesser degree than with the Project, given that this Alternative involves a smaller development footprint. As with the Project, less than significant impacts would occur with this Alternative following compliance with the established regulatory framework and mitigation measures.

The Project site is susceptible to seismic, geologic, and soils related hazards. The Project would create new land uses, increasing the exposure of people and structures to potential adverse effects associated with seismic, geologic, or soil hazards. The Reduced Footprint Alternative would expose slightly fewer land

uses, resulting in slightly less continued exposure of people or structures to potential adverse effects associated with seismic, geologic, or soil hazards. A less than significant impact (with mitigation incorporated) would occur with the Project, while slightly less exposure would occur with this Alternative, since the warehouse facilities would be smaller, employing less people.

Compared to the Project, the Reduced Footprint Alternative would result in reduced impacts related to seismicity, geology, and soils, given it would expose a lesser number of people and structures to potential hazards.

Greenhouse Gas Emissions

This Alternative would reduce the developable area of the warehouse sites by approximately 50 percent and reduce greenhouse gas emissions from construction and operations by an equivalent amount. Project-related emissions associated with development of the entire Project site were found to be less than significant with mitigation. While the impact conclusion would be the same under this Alternative, impacts would be incrementally reduced because fewer GHG's would be released. APN 0229-291-46 would still be annexed, and a GPA and Pre-zone required. Therefore, overall, impacts to GHG emissions would be reduced compared to the Project.

Compared to the Project, the Reduced Footprint Alternative would result in reduced GHG emissions, since GHG emissions would be reduced when compared to the Project.

Hazards and Hazardous Materials

This Alternative would reduce the developable area on the warehouse sites by approximately 50 percent and reduce the potential for accidental upset of unknown hazardous materials by an equivalent amount. Similarly, this Alternative would reduce the potential area in which work would occur or areas in which potentially hazardous materials are handled. Accordingly, this would reduce the potential for upset in these areas. All materials would still be required to be handled, stored, and used in conformance with all applicable rules and regulations. Depending on the nature of materials used, a Hazardous Materials Release Response Plan and Inventory would be required by the San Bernardino Certified Unified Protection Agency (CUPA). While it is not anticipated that any acutely hazardous materials would be stored on the warehouse sites, if they are, all applicable rules and regulations regarding their storage, use, and handling would be followed. Overall, while the potential for impacts would be reduced, the impacts conclusion would remain the same and would be less than significant (some with mitigation). There would be no appreciable difference in impacts related to hazards and hazardous materials.

Compared to the Project, the Reduced Footprint Alternative would be environmentally equivalent regarding hazards and hazardous materials, since similar ground disturbing activities would occur, and two buildings or structures would be constructed and operated.

Hydrology and Water Quality

This Alternative would reduce the developable area on the warehouse sites by approximately 50 percent. Less area of the warehouse sites would be developed under this Alternative and hence less area would be susceptible to erosion during construction. Similarly, less area would contain structures and parking lots which would reduce the area of impermeable surfaces and reduce the area that would require water treatment measures such as low impact development (LIDs). Under this Alternative, a SWPPP and BMPs

would be still be implemented and would still be anticipated to reduce potential effects to downstream waters from sediments and other pollutants in stormwater runoff. All areas disturbed under this Alternative would still be required to implement needed measures in accordance with all Regional Water Quality Control Board (RWQCB) permitting procedures. Overall, while the potential for impacts would be reduced because less area would be used, the impacts conclusion would remain the same and would be considered less than significant (some with mitigation). Therefore, their impacts would be similar between this Alternative and those of the Project.

Compared to the Project, the Reduced Footprint Alternative would be environmentally equivalent regarding hydrology and water quality, since an increase in stormwater capacity would occur, impervious surfaces would increase, and land uses would be added.

Land Use and Planning

As discussed above, this Alternative would reduce the overall developed area by approximately 50 percent. This Alternative would still locate the warehouses on the same site and require the same land use entitlements. Although this Alternative would reduce the developable area and overall warehouses project footprints, it would not substantially reduce impacts associated with land use. Regardless of its size, under the Project or under this Alternative, the warehouse would not be in a location that would physically divide an established community. The reduced size also would not conflict with any goals or policies of applicable plans leading to environmental impacts. Therefore, while the overall scope of the Project would be reduced there would not be an appreciable difference in the severity of the impacts related to land use. Impacts would remain less than significant.

Compared to the Project, the Reduced Footprint Alternative would be equivalent regarding land use and planning, since the same land use entitlements associated with the annexation of APN 0229-291-46 would be required.

Noise

This Alternative would reduce the developable area on the warehouse sites by approximately 50 percent. APN 0229-291-46 would still be annexed, and a GPA and Pre-zone required. Regarding the warehouse sites, less area would be developed under this Alternative and there would be fewer short-term noise impacts from construction because it would take less time to build the structures and other project elements. Similarly, there would be fewer operational impacts because the number of vehicle and truck trips would be reduced and there would be less noise from loading and unloading activities. The warehouses also would be smaller so there would be less noise generated by the heating, ventilation, and air conditioning (HVAC) system. Overall, while the potential for impacts would be reduced because less area would be used, the impacts conclusion would remain the same and would be considered less than significant. Therefore, noise impacts would be incrementally reduced compared to the Project and impacts would remain less than significant.

Compared to the Project, the Reduced Footprint Alternative would result in reduced noise impacts. Reduced short-term construction-related and long-term operations noise level increases would occur. Concentration of development along the southerly boundary of the Project site would move the warehouses associated with this Alternative further away from sensitive receptors.

Transportation

The Reduced Footprint Alternative would result in the construction of warehouses approximately 50 percent less in size as would occur under the Project.

Regarding the warehouse sites, because smaller buildings would be developed under this Alternative, the length of construction time would be reduced. This would reduce the length of time the construction workers would commute to the Project site. Similarly, with the warehouses being approximately half the size, fewer employees would be needed, and this would result in fewer daily trips to and from the site. Also, because the warehouses would be able to accommodate less materials, fewer truck trips would be needed to deliver and remove goods. Therefore, under this Alternative the vehicle traffic including both personal vehicle and truck trips would be reduced by half. Impacts under the Project were already found to be less than significant, and therefore, the impacts under this Alternative, while reduced, would remain less than significant.

Compared to the Project, the Reduced Footprint Alternative would result in reduced transportation impacts. Under this Alternative, construction and operations traffic volumes would be reduced.

Tribal Cultural Resources

The Project would result in less than significant potential impacts to as yet undiscovered tribal cultural resources, with mitigation incorporated. These potential Project impacts would also occur with this Alternative, although to a slightly lesser degree, since ground disturbing activities would not occur on approximately half of the Project site. The Project's potential to disturb as yet undiscovered tribal cultural resources, which is concluded to be less than significant through compliance with the established regulatory framework, would be similar with this Alternative.

Compared to the Project, the Reduced Footprint Alternative would result in reduced impacts on tribal cultural resources. Given the smaller development footprints and ground disturbing activities within the vacant property, there would be a decreased potential to impact as yet undiscovered tribal cultural resources.

Utilities and Service Systems

The Reduced Footprint Alternative would reduce the warehouses sizes by approximately 50 percent. APN 0229-291-46 would still be annexed, and a GPA and Pre-zone required.

Because this Alternative would reduce the warehouses sizes by approximately one half, it is anticipated that the demand for utility services, including electricity and natural gas, volume of water, and the amount of wastewater and waste materials produced, would be reduced by approximately half. This would have a corresponding reduction in demand on services providers. Under the Project service providers would have an adequate capacity to serve the warehouse sites as designed and impacts would be less than significant. Under this Alternative, while the warehouses footprints would be reduced, on-site improvements and tie-ins to existing utility lines would still be required. This would occur in the same areas, same rights-of-way, and same adjacent areas as under the Project. Analysis of the Project found these impacts to be less than significant. Although this Alternative would reduce the demand on utility services, it would not result in a reduction of the impact severity determinations. Nonetheless, impacts overall would be incrementally less than the Project.

Compared to the Project, the Reduced Footprint Alternative would result in reduced impacts to utilities and service systems. Utility demand and construction of utilities would be reduced under this Alternative.

Ability to Meet Project Objectives

The Reduced Footprint Alternative would generally meet the Project objectives, including: (1) Develop the site with improved infrastructure, landscaping, storm drain, and warehouses; (3) Implement the City's desire to stimulate employment and respond to current market opportunities; (4) Revitalize a section of the City with new industrial uses that continue to expand the jobs and economic growth in support to SCAG's RTP goals and policies; (5) Facilitate quality development that diversifies the City's industrial sector; (6) Facilitate goods movement for the benefit of local and regional economic growth in conformance with SCAG's 2020-2040 RTP; (8) Provide additional temporary and permanent employment opportunities; and (9) Develop a warehouse Project in proximity to other warehouse uses in a Heavy Industrial zone near existing truck routes and freeway access which can take advantage of nearby transportation corridors.

In addition to meeting many of the Project objectives, the Reduced Footprint Alternative would result in fewer environmental impacts. The Project under this Alternative would be improved with utilities, a new north/south road, relocating SCE overhead powerlines, and other major site improvements. However, the Reduced Footprint Alternative would not allow for the level of development of the larger warehouse facilities and still require the same level of infrastructure costs, and therefore would not meet project objectives. Specifically, this Alternative with a smaller warehouse would not meet Project objective (2) Implement the City's desire to create revenue-generating uses. Consistent with Objective 7, the Project would need to provide a positive fiscal balance to the City and to the Applicant. The Reduced Footprint Alternative would provide a reduced fiscal return to the City, this as a result of the smaller facility.

6.9 Environmentally Superior Alternative

An EIR is required to identify the environmentally superior Alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior Alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in *Table 6-1, Comparison of Project Alternatives Environmental Impacts with the Project*, the environmentally superior Alternative is Alternative 1: No Project Alternative. Because Alternative 1 would leave the Project site essentially unchanged and would not have the operational effects that would be associated with any of the alternatives, this Alternative has fewer environmental impacts than the Project or any of the other alternatives.

Section 15126.6(e)(2) of the State CEQA Guidelines states that if the "No Project" alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives." Aside from the No Project Alternative, Alternative 3: Reduced Footprint Alternative would have the least environmental impacts because it would develop less of the Project area, result in a reduction of vehicle trips and would incrementally reduce impacts to resource areas; such as air quality, greenhouse gas emissions, noise, and traffic.

The context of an environmentally superior alternative is based on the consideration of several factors including the reduction of environmental impacts to a less than significant level, the Project objectives, and an alternative's ability to fulfill the objectives with minimal impacts to the existing site and surrounding environment. According to *Table 6-1*, the No Project Alternative would be the environmentally superior Alternative because it would eliminate all of the potentially significant impacts of the Project. However, while the No Project Alternative is the environmentally superior Alternative, it is not capable of meeting the basic objectives of the Project.

After the No Project Alternative, the environmentally superior Alternative to the Project is the one that would result in the fewest or least significant environmental impacts. Based on the evaluation undertaken, Alternative 3: Reduced Footprint Alternative is the environmentally superior Alternative. This is an environmentally superior project alternative because it is a less intense development compared to the Project. Further, the Reduced Footprint Alternative would not produce environmentally significant effects while allowing for the development of larger warehouse facilities. Most critically, this Alternative would not meet all of the Project objectives or implement the objectives of the General Plan to fully leverage use of the site to encourage investment, and the ability to serve the area and region with additional distribution capacity. Accordingly, this Alternative would not support as much economic development as proposed by the Project, would still require annexation of APN 0229-291-46, would not create as much tax revenue, and would not create as many jobs in the City enabling provision of City services to residents.

Table 6-1: Comparison of Project Alternatives Environmental Impacts with the Project

EIR Chapter	Alternatives			
	Project - Level of Impact After Mitigation	Alternative 1- No Project	Alternative 2- No Annexation	Alternative 3- Reduced Footprint
4.1 – Air Quality	Less Than Significant	-	=	-
4.2 – Biological Resources	Less Than Significant	-	=	-
4.3 – Cultural Resources	Less Than Significant	-	=	-
4.4-- Energy	Less Than Significant	-	=	-
4.5 – Geology and Soils	Less Than Significant	-	=	-
4.6 – Greenhouse Gas Emissions	Less Than Significant	-	=	-
4.7 – Hazards and Hazardous Materials	Less Than Significant	-	=	=
4.8 – Hydrology and Water Quality	Less Than Significant	-	=	=
4.9 – Land Use and Planning	Less Than Significant	-	-	=
4.10 – Noise	Less Than Significant	-	=	-
4.11 – Transportation	Less Than Significant	-	=	-
4.12 – Tribal Cultural Resources	Less Than Significant	-	=	-
4.13 – Utilities and Service Systems	Less Than Significant	-	=	-
Attainment of Project Objectives	Meets all of the Project Objectives	Meets None of the Project Objectives	Meets All of the Project Objectives	Meets Most of the Project Objectives

Notes:
A minus (-) sign means the Project Alternative has reduced impacts from the Project.
A plus (+) sign means the Project Alternative has increased impacts from the Project.
An equal sign (=) means the Project Alternative has similar impacts to the Project.

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7.0

EFFECTS FOUND NOT TO BE SIGNIFICANT

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 Introduction

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR." This section briefly describes effects found to have no impact or a less than significant impact based on the analysis conducted during the Draft Environmental Impact Report (EIR) preparation process.

A Notice of Preparation (NOP) was distributed on September 3, 2020 by the Lead Agency, the City of Rancho Cucamonga (City). The NOP noted that an Initial Study (IS) created for the proposed Project fully analyzed the following environmental focus areas:

- Aesthetics
- Agricultural Resources
- Mineral Resources
- Population and Housing
- Public Services and Recreation
- Wildfire

The analyses conducted for each of these sections concluded that no impact or a less than significant impact would occur for each of their associated environmental impacts. However, responses received during the NOP comment period prompted the analysis of Land Use and Planning and Utilities and Service Systems in the EIR. The remaining sections were not further analyzed in the Draft EIR.

7.2 Aesthetics

Impact 7.2-1: Would the Project have a substantial adverse effect on a scenic vista?

Level of Significance: Less than Significant Impact

Scenic resources identified in the City's 2010 General Plan include the San Gabriel and San Bernardino Mountains and foothills, vistas of the City from hillside areas, and other views of special vegetation and permanent open space features. The City recognizes other scenic resources, including remaining stands of eucalyptus windrows, scattered vineyards and orchards, and natural vegetation in flood-control channels and utility corridors[1]; however, none of these resources occur on the Project site.

Prominent natural features visible from the Project site, include the San Gabriel (approx. 5 miles north), San Bernardino (approx. 13 miles northeast), and Jurupa (approx. 4 miles south) mountains. Views of

[1] Rancho Cucamonga. 2010. *Rancho Cucamonga General Plan*. Available at https://www.dropbox.com/sh/micnzuy7wxmd8po/AABnegBoO_i2GiNyWkRX9OaRa?dl=0&preview=GP+Chapters+1+-+9+Updated+09-2019.pdf (accessed May 2020).

these mountain ranges are available from the Project site and adjacent streets and properties. The Project site is located in a highly developed area with buildings and structures of varying heights.

The Project would involve the development of two warehouse buildings. The proposed Building A height is anticipated to be up to 56 feet and Building B height anticipated to be up to 48 feet. Buildings on the site would not exceed the maximum allowed 75-foot height limit in the HI Zoning District. Based on the proposed building heights, and the distance between the Project and surrounding mountain ranges (approx. 4 to 13 miles), views of these scenic features would remain unobstructed.

Alternate Project

Under the Alternate Project, only one warehouse building would be developed with a maximum height not to exceed 58'-6". Similar to the Project, the Alternate Project would involve the development of structures which could partially inhibit views of the City's scenic vistas. Although the Project and Alternate Project would involve the development of large structures, the Alternate Project would involve a less intense usage of land.

Neither the Project nor Alternate Project would adversely obstruct scenic vistas. Therefore, impacts on scenic vistas would be less than significant.

Impact 7.2-2: ***Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?***

Level of Significance: No Impact

Project and Alternate Project

Roadways surrounding the proposed Project area include Napa Street, Etiwanda Avenue, and Whittram Avenue. As discussed in the City's General Plan EIR, scenic routes within the valley area of the County (which includes the southwestern section of the County located south of the San Bernardino and San Gabriel Mountains), where the proposed Project is located, are located in the eastern section of the valley area near the cities of Loma Linda, Redlands, and Yucaipa and in the southwestern corner of the County. Other scenic routes are in the mountain and desert regions, where natural settings remain. The closest State-designated Scenic Highway is Route. 142, from the Orange County Line to Peyton Drive.[2,3] The intersection of Peyton Drive and Route. 142 is approx. 14.5 miles southeast of the proposed Project site. There are no officially designated county scenic highways in the County.[4] Given the distance between the proposed Project Site and the nearest officially designated state scenic highways, the proposed Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Therefore, no impacts to scenic resources would be anticipated under the Project or Alternate Project.

[2] Caltrans. 2017. California Scenic Highways. Available at https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a (accessed May 2020).
[3] Caltrans. 2019. List of eligible and officially designated State Scenic Highways. Available at https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx (accessed May 2020).
[4] Caltrans. ND. Officially Designated County Scenic Highways. Available at https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf (accessed May 2020).

Impact 7.2-3: ***Would the Project, in non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

Level of Significance: Less than Significant Impact

Project and Alternate Project

The Project site is located in an urbanized area and the Project site is largely undeveloped, minus a railroad that traverses the proposed Project site. The majority of the site has been leveled and graded and is covered over in dirt and sparse ruderal vegetation. The proposed Project site is located within the City's HI Zoning District, and the County's General Industrial (GI) District. Project design would meet the City's development standards/requirements for the HI Land Use Zoning Districts as required by the Rancho Cucamonga Development Code.[5] With regard to the City's General Plan, Chapter 2: Managing Land Use, Community Design, and Historic Resources identifies principles, goals and policies that pertain to scenic quality. The Project proposes the construction of warehouse buildings and associated infrastructure improvements for the Project and Alternate Project. Project development would be consistent with the general design principles outlined in the Community Design section of the General Plan:

- Innovative design, regardless of its style, is more important to the achievement of "quality" than the use of any predetermined theme.
- Innovative design promotes the use of novel variations to solve common and unique problems in urban development. (An exception is where both theme and innovation are essential in districts with a strong historical character).
- High quality is the result of extensive consideration in providing innovative and appropriate solutions to all aspects of the design.
- Developments should be designed to serve the community's residents, businesses, and visitors, as well as reflect the community's aesthetic values.
- Designers are expected to respect and work in concert with community goals, as well as address client requests.
- Designers should not view their project singularly, but as part of a larger master plan area in which they are responsible for design continuity and compatibility.
- Rancho Cucamonga does not depend on standardized design solutions; "off the shelf" model buildings which may be accepted elsewhere are not necessarily the acceptable measure of quality design in the community.
- New developments should acknowledge the positive aspects of nearby existing buildings by incorporating compatible features.

[5] Rancho Cucamonga. ND. Section 17.36.040 Development standards for industrial districts. Available at http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_36-17_36_040&frames=on (accessed May 2020).

- Architectural styles should complement and augment surrounding development. They should convey a sense of thoughtfulness and not expediency.
- Building elevations should give equal attention to architectural detail and interest on all faces, including the rear.
- Design in Rancho Cucamonga pays careful attention to detail because that is where real quality is manifested.
- Be wary of the same architectural style repeated too often or over too large an area. It can become boring and, as a result, no longer communicate quality.
- Encourage the use of "green" design techniques as outlined in the City's "green" building standards.

The Project and Alternate Project design and development would be consistent with City standards for HI zoning and would not conflict with the principles, goals and policies of the General Plan. Therefore, impacts on visual character would be less than significant under the Project and Alternate Project.

Impact 7.2-4: ***Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Level of Significance: Less than Significant Impact

Project and Alternate Project

Existing sources of light and glare in the immediate Project area include streetlights along Napa Street, and outdoor safety and security lighting associated with adjacent developments. The predominant source of light impacts from either the Project or Alternate Project would be related to the exterior lighting, building lighting, and vehicle headlights. To ensure the Project and Alternate Project do not create a new source of substantial light or glare, which could adversely affect day or nighttime views in the area, the design/development for the Project and Alternate Project would adhere to the City's Development Code Chapter 17.58 Outdoor Lighting Standards, Section 17.58.050 General lighting requirements.[6] Subsections that pertain to this Project include:

A. **Nuisance prevention.** All outdoor lighting shall be designed, located, installed, directed downward or toward structures, fully shielded, and maintained in order to prevent glare, light trespass, and light pollution.

B. **Maintenance.** Fixtures and lighting shall be maintained in good working order and in a manner that serves the original design intent.

   1. Burnt-out and broken light bulbs shall be replaced.
   2. Lighting fixtures shall remain free of graffiti and rust.
   3. Painted light fixtures shall be maintained to minimize chipping or peeling.

[6] Rancho Cucamonga. ND. Section 17.58.050 General lighting requirements. Available at http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iv-17_58-17_58_050&frames=on (accessed May 2020).

C. **Shielding.** Except as otherwise exempt, all outdoor lighting shall be recessed and/or constructed with full downward shielding in order to reduce light and glare impacts on trespass to adjoining properties and public rights-of-way. Each fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no light fixture directly illuminates an area outside of the project site intended to be illuminated. See Figure 17.58.050-2 (Shielding and Maximum Height of Freestanding Outdoor Light Fixtures) of Title 17: Development Code.

D. **Level of illumination.** Outdoor lighting shall be designed to illuminate at the minimum level necessary for safety and security and to avoid the harsh contrasts in lighting levels between the project site and adjacent properties. Illumination requirements are provided in Table 17.58.050-1 (Illumination Requirements) of Title 17: Development Code.

E. **Signs.** Lighting of signs shall be in compliance with Chapter 17.74 (Sign Regulations for Private Property) of Title 17: Development Code.

H. **Maximum height of freestanding outdoor light fixtures.** The maximum height of outdoor light fixtures on residential properties shall be 12 feet. The maximum height of freestanding outdoor light fixtures abutting residential development shall be 15 feet. Otherwise, the maximum height for freestanding outdoor light structures shall be 20 feet. Height shall be measured from the finish grade, inclusive of the pedestal, to the top of the fixture. See Figure 17.58.050-2 (Shielding and Maximum Height of Freestanding Outdoor Light Fixtures) of Title 17: Development Code. Height limit for light fixtures in industrial areas is 25 feet. The height of all outdoor light fixtures is measured from ground level to top of illumination fixture and does not include decorative elements attached to the top of the fixture.

I. **Energy-efficient fixtures required.** Outdoor lighting shall utilize energy-efficient fixtures and lamps such as high-pressure sodium, metal halide, low-pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater efficiency. All new outdoor lighting fixtures shall be energy efficient with a rated average bulb life of not less than 10,000 hours.

J. **Accent lighting.** Architectural features may be illuminated by uplighting, provided that the lamps are low intensity to produce a subtle lighting effect and no glare or light trespass is produced. Wherever feasible, solar-powered fixtures shall be used.

K. **Alternative designs, materials, and installations.** The designated approving authority may grant approval of alternatives to this section as part of design review (section 17.16.130). (Code 1980, Section, 17.58.050; Ord. No. 855, Section 4, 2012; Ord. No. 860 Section 4, 2013)

To address potential light and glare impacts, project design features, which would be common between the Project and Alternate Project, have been included. To minimize effects from lighting and glare, Project lighting would be directed inward and downward and/or shielded to minimize the light from adversely affecting adjacent properties. Concrete tilt-up screen walls (8 feet in height) and landscaping/trees would also serve to block and filter mobile light sources, such as from passenger vehicles and trucks, from adversely affecting adjacent properties. The exterior façade would consist of non-reflective materials, such as concrete. In addition, the windows would be comprised of blue reflective glazing, which reduces glare over other transparent surfaces. Through these design features and adherence with the Development Code, impacts associated with new source of substantial light or glare would be less than significant for the Project and Alternate Project.

7.3 Agriculture and Forestry Services

Impact 7.3-1: ***Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

Level of Significance: No Impact

Project and Alternate Project

According to the California Department of Conservation's California Important Farmland Finder and Exhibit 4.2-1: Farmland Resources from the City's General Plan EIR, the proposed Project site does not contain Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. [7,8] The site is classified as Urban and Built-Up Land by the Farmland Finder and Exhibit 4.2-1. In addition, the Project site has largely been graded and leveled. Because implementation of the Project would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, no impact would occur.

Impact 7.3-2: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

Level of Significance: No Impact

Project and Alternate Project

According to the City's General Plan Land Use Plan map (Figure LU-2 of the General Plan), the City does not have an agricultural land use designation. The City's Development Code also does not have an agricultural zone, although agricultural uses are permitted under the following base zoning districts: Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC). Additionally, according to the City's General Plan, there are no lands within the City that are under a Williamson Act contract; therefore, no impacts related to Williamson Act contracts would occur.

In addition, the Project site is classified as Urban and Built-Up Land by the Farmland Finder and according to the Figure 6-9A: Prime Farmland – Valley Region from the County of San Bernardino General Plan, the Project site is not within a Williamson Act contract area. The Project site is zoned HI. According to Table 17.30.030-1: Allowed Land Uses and Permit Requirements by Base Zoning District, Agriculture Uses are not permitted under HI zoning. [9] As a result, no impacts associated with agricultural zoning conflicts would occur.

[7] Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.2-1. Available at https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf (accessed May 2020).

[8] California Department of Conservation. 2016. California Important Farmland Finder. Available at https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed May 2020).

[9] Rancho Cucamonga. ND. Title 17 Development Code, Section 17.30.030 Allowed land uses and permit requirements. Available at http://qcode.us/codes/ranchocucamonga/view.php?topic=17-iii-17_30-17_30_030&frames=on (accessed May 2020).

Impact 7.3-3: ***Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

Level of Significance: No Impact

Impact 7.3-4: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

Level of Significance: No Impact

Project and Alternate Project

The Project site would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)) given that the property is zoned HI and surrounded by properties zoned HI, KC/SP – Kaiser Commerce Center Specific Plan and IR – Regional Industrial (KC/SP and IR by San Bernardino County). Adjacent and surrounding properties to the Project Site are urban and built-up with industrial and commercial uses. The Project Site is currently undeveloped. The majority of the site has been leveled and graded and is covered over in dirt and sparse ruderal vegetation. Development/redevelopment of the Project site would not result in rezoning of forest land as it proposes industrial warehouses or and E-Commerce building with office space that would not result in the conflict with the zoning of, or need for other rezoning of, other parcels within the City. Operation activities for the Project and Alternate Project would not involve logging, forestry, or agricultural uses. Therefore, no impacts associated with conflicts with existing zoning for forest land or timberland would occur.

Impact 7.3-5: ***Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

Level of Significance: No Impact

Project and Alternate Project

Due to the lack of existing farmland, forest lands, or areas zoned for agriculture, or timberlands on the Project site or immediately surrounding areas, development of the Project site would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The nearest designated farmland and active agricultural operations are located approximately 2.25 miles northeast of the Project Site. Construction of either the Project or Alternate Project would be limited to the same site and would not impact existing off-site agricultural operations. Further, operations for the Project and Alternate Project would not involve logging, forestry, or agricultural uses. Therefore, no impact would occur.

7.4 Mineral Resources

Impact 7.4-1: ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

Level of Significance: Less than Significant Impact

Project and Alternate Project

Gravel deposits in the alluvial fans of the San Bernardino County valley represent the most significant and widely spread mineral resource in the region. Aggregates are essential ingredients in construction materials such as concrete, plaster and mortar. The Project would involve the development of two warehouse buildings and the Alternate Project would develop one building for E-Commerce use. Construction of the proposed Project and Alternate Project would demand aggregate resources as part of the construction phase. These resources are commercially available in the southern California region without any constraint and no potential for adverse impacts to the natural resources base supporting these materials is forecast to occur over the foreseeable future. The proposed Project's and Alternate Project's demand for mineral resources would be minimal due to the abundance of available local aggregate resources. Therefore, impacts associated with the loss of availability of known mineral resources would be less than significant.

Impact 7.4-2: ***Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

Level of Significance: No Impact

Project and Alternate Project

Exhibit 4.11-1, Mineral Land Classification, of the City's General Plan EIR and the Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (West) map[10] shows that the proposed Project site is located within Mineral Zone 3 (MRZ-3), which means that aggregate resources are present, but their significance cannot be evaluated with present data. Also, according to the City's General Plan EIR Exhibit 4.11-2, the Project site is not located in a regionally significant aggregate resource area.

The Project site is within approximately 1.5 miles of one mine site: the Kaiser Fontana Mine. The mine was an open-pit sand and gravel mine, which has since been reclaimed.[11] Review of historic aerial imagery dating back to 1938 indicates mining activities on the Project site have not occurred in recent history.[12] Past land use appears to be for agricultural purposes. The Project site is currently undeveloped and does not involve the use or operation of extracting mineral resources. Further, the Project and the Alternate Project would not involve the production or depletion of locally significant mineral resources. Therefore, no impacts associated with the loss of availability of a known mineral resource would occur.

[10] California Department of Conservation. 1995. Mineral Land Classification of a Part of Southwestern San Bernardino County: The San Bernardino Valley Area, California (West). Available at ftp://ftp.consrv.ca.gov/pub/dmg/pubs/ofr/OFR_94-08/OFR_94-08_West.pdf (accessed May 2020).
[11] DOC. 2016. Mines Online. https://maps.conservation.ca.gov/mol/index.html (accessed May 2020).
[12] Historic Aerials. 2020. https://www.historicaerials.com/viewer (accessed January 2020).

7.5 Population and Housing

Impact 7.5-1: ***Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Level of Significance: Less than Significant Impact

Project and Alternate Project

The Project would have a beneficial effect on the City's employment base by developing a site that is currently vacant with a new industrial/warehouse facility with ancillary office space. Given that the current unemployment rate for the Riverside-San Bernardino-Ontario area is approximately 4.0%,[13] it is reasonably assured that the jobs would be filled by people living in the City, unincorporated County area, and surrounding communities, such as Fontana, Rialto, Jurupa Valley, and Ontario. Furthermore, the Project site is served by existing public roadways, and utility infrastructure is already installed beneath the public rights of way that abut the Project site (Napa Street). As a result, the Project would not be anticipated to induce substantial population growth in the project area. Therefore, impacts associated with substantial, unplanned population growth would be less than significant.

Impact 7.5-2: ***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

Level of Significance: No Impact

Project and Alternate Project

The Project site is vacant. Neither of the Project nor the Alternate Project would require the demolition of residential properties that would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impacts associated with the displacement of substantial numbers of people or housing would occur.

7.6 Public Services and Recreation

Impact 7.6-1: ***Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services including those for fire prevention, police protection, schools, parks, and other public facilities?***

Level of Significance: Less than Significant Impact

[13] U.S. Bureau of Labor and Statistics. 2020. Economy at a Glance: Riverside-San Bernardino-Ontario, CA. https://www.bls.gov/eag/eag.ca_riverside_msa.htm (accessed May 2020).

Project and Alternate Project

The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The Project and Alternate Project propose the construction of warehouse building(s) and associated infrastructure improvements. No governmental facilities are included in the Project design.

According to the City of Rancho Cucamonga 2010 General Plan (Figure CS-1, Figure RC-1, and Figure PF-1) a floating Park designation is identified and located generally over the Project site. The Project proposes a General Plan Amendment (GPA) which would remove this designation from the Community Service Element of the City's General Plan Figures and associated text.

Fire Protection

Fire protection services to the Project site would be provided by the Rancho Cucamonga Fire Protection District. The Project site would be served by the Jersey Fire Station, located at 11297 Jersey Boulevard, Rancho Cucamonga, CA 91730 (approximately 3 roadway miles west of the Project site) and Day Creek Fire Station, located at 12270 Firehouse Court, Rancho Cucamonga, CA 97139 (approximately 3.3 roadway miles to the northwest of the Project site) (Google Maps 2020). Based on the Project site's proximity to two existing fire stations, the Project would be adequately served by fire protection services, and no new or expanded unplanned facilities would be required.

The Rancho Cucamonga Fire Protection District currently reviews all new development plans, and future development is required to conform to all fire protection and prevention requirements, including, but not limited to, building setbacks, emergency access, and fire flow. The Project Applicant must be able to demonstrate sufficient fire flow. The Project would be required to comply with the most current provisions of Fire Construction Fee Schedule, which requires a fee payment that the City applies to the funding of fire protection facilities. Mandatory compliance with the Fee Schedule and plan review would be required prior to the issuance of a building permit. In addition, property tax revenues generated from development of the site would also provide funding to offset potential increases in the demand for fire protection at Project build-out. The Project would comply with the Fire District Standards, California Fire Code and CBC, including Project features that aid in fire safety and support fire suppression activities, such as fire sprinklers, paved access, and required aisle widths.

The Project and Alternate Project would include a minimum of fire safety and fire suppression features, including type of building construction, fire sprinklers, a fire hydrant system, and paved access. The proposed buildings would be of concrete tilt-up construction that contains a low fire hazard risk rating. Fire protection apparatus ingress and egress would be available via a proposed street and four driveways and the Project site's internal circulation would allow fire apparatus access around each building. Four fire hydrants are currently present along eastbound Napa Street, between the railroad crossing and San Sevaine Channel. Additionally, as required by code, fire hydrants would be installed throughout the Project site. In addition, a fire alarm system is proposed to be installed, as well as ESFR (Early Suppression, Fast Response) ceiling-mounted fire sprinklers. ESFR systems are located in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to

provide the necessary fire protection for warehouse buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it would extinguish the fire but rather it is meant to "knock" the fire back down to its source.

Overall, the Project would receive adequate fire protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered fire protection facilities, and would not adversely affect service ratios, response times, or other performance objectives. Because no fire protection facilities exist on the Project site, development of either the Project or Alternate Project would not conflict with existing fire structures or require modification of fire protection facilities. Compliance with applicable local and state regulations would ensure that Project implementation would result in a less than significant impact to fire protection services.

Police Protection

Police protection services to the Project site would be provided by the Rancho Cucamonga Police Department (RCPD) that is served by the San Bernardino County Sheriff's Department (SBCSD). The closest police station to the Project site is the Victoria Gardens Substation, located at 7743 Kew Avenue, Rancho Cucamonga, CA 91739 (approximately 2.5 roadway miles northwest of the Project site) (Google Maps 2020). The RCPD Headquarters (and SBCSD Rancho Cucamonga Patrol Station) is located at 10510 Civic Center Drive, Rancho Cucamonga, CA 91730 (approximately 3.9 roadway miles northwest of the Project site) (Google Maps 2020). Currently, there are 182 Sheriff's personnel serving the citizens of Rancho Cucamonga. The station not only provides sufficient patrol services, but also provides a significant full-service traffic division, which includes motor units, Major Accident Investigation Team, a commercial enforcement unit and a parking enforcement unit. A Multiple Enforcement Team, including a Bicycle Enforcement Team provides a well-rounded community based policing unit. In addition, the station also provides six School Resource Officers who service each of the city's high schools, middle schools and elementary schools, a crime prevention unit, a crime analysis unit, and a well-diversified and experienced detective division. In addition, a joint facility including a police substation is proposed at the Empire Lakes development located approximately 3.8 roadway miles west of the Project site.

Based on the Project site's proximity to these existing and proposed police stations and the staffing level, the Project would be adequately served by police protection services, and no new or expanded unplanned facilities would be required.

The Project involves the construction of an industrial/warehouse facility with office space and is not anticipated to generate significant police calls which would warrant construction of a new police station or expansion of an existing station. Furthermore, property tax revenues and Police Impact Fees generated from development of the Project site would provide funding to offset potential increases in the demand for police services at Project buildout.

Overall, the Project would receive adequate police protection service and would not result in adverse physical impacts associated with the provision of or need for new or physically altered police protection facilities, and would not adversely affect service ratios, response times, or other performance objectives. Because no police protection facilities exist on the Project site, development of the Project and Alternate Project would not conflict with existing police structures or require modification of police protection

facilities. Compliance with applicable local regulations would ensure that Project implementation would result in a less than significant impact to police protection services.

Schools

The Project site is located within the boundaries of the Etiwanda School District and the Chaffey Joint Union High School District. The closest school to the Project site is Perdew Elementary School, located at 13051 Miller Avenue, Etiwanda, CA 91739 (approximately 2 roadway miles north of the Project site) (Google Maps 2020).

The Project, however, would not create a direct demand for public school services, as the subject property would contain non-residential uses that would not generate any school-aged children requiring public education. The Project is not expected to draw a substantial number of new residents to the district and therefore, would not indirectly generate school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a direct demand for additional public-school services, the Project Applicant would be required to contribute development impact fees to the Etiwanda School District and the Chaffey Joint Union High School District in compliance with California Senate Bill 50 (Greene), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Because no school facilities exist on the Project site, development of the Project and Alternate Project would not conflict with existing school structures or require modification of school facilities. Compliance with applicable local and state regulations would ensure that Project implementation would result in a less than significant impact to school services.

Parks

Patricia Murray Park, located at 8040 Jamestown Circle in Fontana, is the closest park to the Project site. The park is located 3 roadway miles north of the Project site (Google Maps 2020). The Project, however, would not create a direct demand for park facilities, as the subject property would contain non-residential uses that would not generate population growth requiring park facilities. The Project is not expected to draw a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring park facilities. Because the Project would not directly generate population growth and is not expected to indirectly introduce parkgoers to the area, the Project would not cause or contribute to a need to construct new or physically alter park facilities.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Additionally, as discussed above, as identified in the General Plan, a floating Park designation is identified and located generally over the Project site. The GPA

will remove the floating Park designation identified in Figure CS-1, Figure RC-1, and Figure PF-1 and address necessary text amendments to the City's General Plan including the Community Service Element. Because no park facilities exist on the Project site, the Project and Alternate Project would not conflict with existing park structures or require modification of park facilities. Therefore, Project implementation would result in a less than significant impact to park facilities.

Other Public Facilities

Other public facilities located in the greater Project area include the Rancho Cucamonga Public Library, located at 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739 (approximately 2.4 roadway miles northwest of the Project site and the James L. Brulte Senior Center, located at 11200 Base Line Road, Rancho Cucamonga, CA 91701 (approximately 4.9 roadway miles northwest of the Project site) (Google Maps 2020).

The Project, however, would not create a direct demand for other public facilities, as the subject property would contain non-residential uses that would not generate population growth requiring other public facilities. The Project is not expected to draw a substantial number of new residents to the area and therefore, would not indirectly generate population growth requiring other public facilities. Because the Project would not directly generate population growth and is not expected to indirectly introduce new population to the area, the Project would not cause or contribute to a need to construct new or physically altered other public facilities.

Overall, Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, need for new or physically altered other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives. Because no public facilities exist on the Project site, development of the Project and Alternate Project would not conflict with existing public structures or require modification of public facilities. Therefore, Project implementation would result in a less than significant impact to other public facilities.

Impact 7.6-2: ***Would the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

Level of Significance: No Impact

Project and Alternate Project

Patricia Murray Park, located at 8040 Jamestown Circle in Fontana, is the closest park to the Project site. The park is located 3 roadway miles north of the Project site. However, the Project is warehouse buildings, or an E-Commerce building, with office space and does not propose any residential development or other land use that may generate a population that would increase the use of this park or any existing neighborhood or regional parks or other recreational facility. Implementation of the Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Therefore, no impact would occur.

Impact 7.6-3: ***Would the proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

Level of Significance: No Impact

Project and Alternate Project

The Project and Alternate Project propose the construction of a warehouse facility, or an E-Commerce building, with office space and associated infrastructure improvements. Neither the Project nor Alternate Project proposes, nor require, the construction or expansion of recreational facilities. The Project does not include the subdivision of land for residential use and therefore is not required to dedicate land or pay fees in lieu thereof, or combination of both, for park or recreational purposes. See Chapter 3.68: Park In-Lieu/Park Impact Fees of the Rancho Cucamonga Municipal Code for detailed information. Implementation of the Project would not have an adverse physical effect on the environment as it pertains to construction/expansion of recreational facilities. Therefore, no impacts would occur.

7.7 Wildfire

Impact 7.7-1: ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Level of Significance: No Impact

Project and Alternate Project

According to CAL FIRE's Fire and Resource Assessment Program, FHSZ Viewer, the Project site is not located in or near a State Responsibility Area (SRA); the nearest SRA to the development site is located approximately 4 miles to north. The Project site is located in a Local Responsibility Area. In addition, the Project site does not contain lands classified as a very high fire hazard severity zone (VHFHSZ).[14] The closest VHFHSZs are located approximately four miles to the north and south of the Project site. Review of Exhibit 4.8-2: Fire Hazard Severity Zones of the City's 2010 General Plan EIR further supports the finding that the Project site is not located in or near an SRA and the Project site is not within a VHFHSZ.[15] Therefore, no impact associated with the substantial impairment of an adopted emergency response plan would occur.

Impact 7.7-2: ***Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

Level of Significance: No Impact

[14] CAL FIRE. 2020. CAL FIRE, Fire and Resource Assessment Program, FHSZ Viewer. Available at https://egis.fire.ca.gov/FHSZ/ (accessed May 2020).
[15] Rancho Cucamonga. 2010. Rancho Cucamonga 2010 General Plan Update Draft Program Environmental Impact Report. Exhibit 4.8-2. Available at https://www.dropbox.com/sh/micnzuy7wxmd8po/AABneqBoO_i2GiNyWkRX9OaRa?dl=0&preview=2010+General+Plan+EIR.pdf (accessed May 2020).

Project and Alternate Project

Refer to Impact 7.7-1 above. The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZs. Neither the Project nor the Alternate Project would exacerbate wildfire risks or expose Project occupants to pollutant concentrations or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

Impact 7.7-3: ***Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Level of Significance: No Impact

Project and Alternate Project

Refer to Impact 7.7-1 above. The Project site is not located in or near an SRA and does not contain lands classified as VHFHSZs. The Project and Alternate Project would include construction of warehouse facilities, or an E-Commerce building, with parking and landscaping included. Construction and operation of the Project or Alternate Project would not increase the risk of fire nor would it require the installation/maintenance of infrastructure that would exacerbate fire risk. Therefore, no impact would occur.

Impact 7.7-4: ***Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Level of Significance: No Impact

Project and Alternate Project

Refer to Impact 7.7-1 above. Neither the Project site nor Alternate Project are located in or near an SRA and do not contain lands classified as VHFHSZs. Because the site is located within a heavily urbanized area, it would not expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

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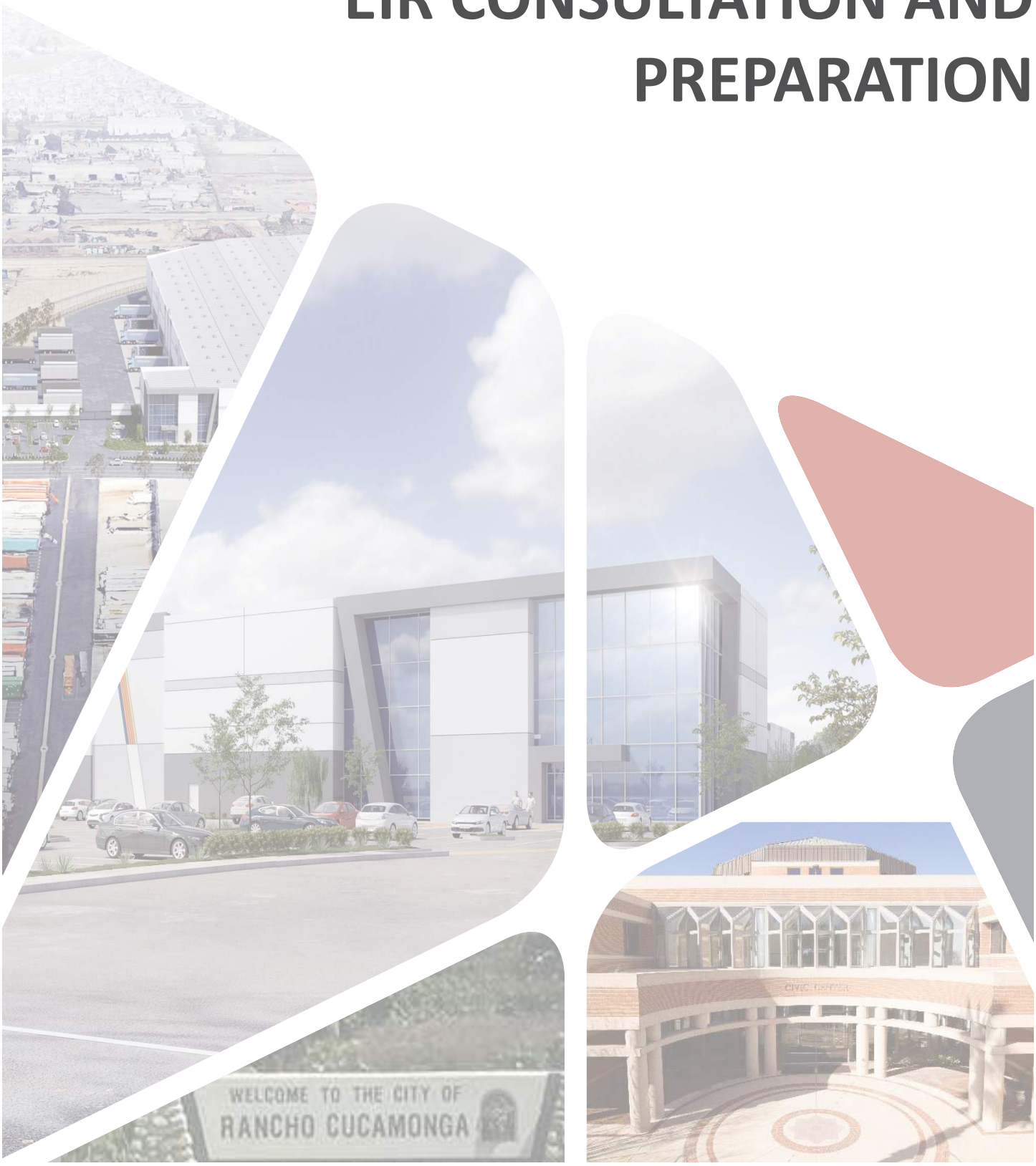
8.0

EIR CONSULTATION AND PREPARATION



8.0 EIR CONSULTATION AND PREPARATION

The following persons contributed to the preparation of this Environmental Impact Report (EIR). This section is consistent with the requirements set forth in Section 15129 of the California Environmental Quality Act (CEQA) Guidelines.

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9.0

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