

HEMLOCK WAREHOUSE DEVELOPMENT PROJECT SCH NO. 2009091089

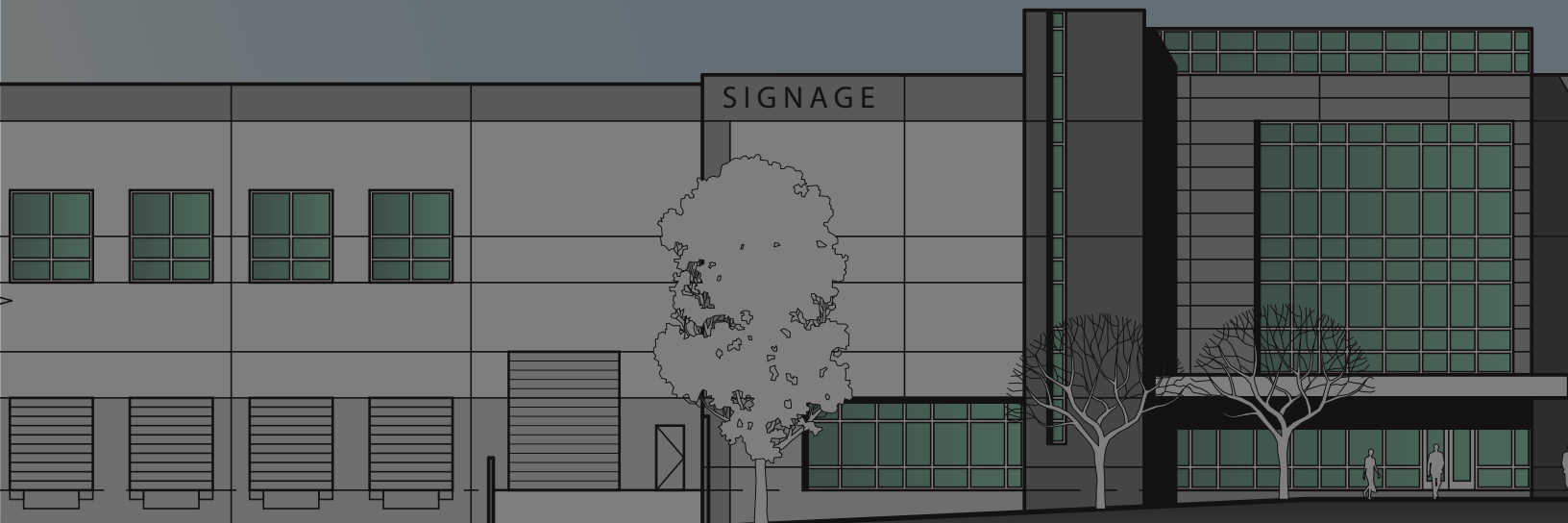
Prepared for:
City of Fontana
8353 Sierra Avenue,
Fontana, CA 92335

Prepared by:
EPD Solutions, Inc.
3333 Michelson Drive, Suite 500
Irvine, CA 92612
(949) 794-1180
www.epdsolutions.com

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Draft Subsequent Environmental Impact Report

E | P | D
SOLUTIONS, INC



E | P | D SOLUTIONS, INC

3333 Michelson Drive, Suite 500

Irvine, CA 92612

(949) 794-1180

www.epdsolutions.com

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius
µg/m ³	micrograms per cubic meter
AB 52	California Assembly Bill 52
ACM	asbestos-containing material
AF	acre-feet
ALUC	Airport Land Use Commission
amsl	above mean sea level
AQIA	Air Quality Impact Analyses
AQMP	Air Quality Management Plan
amsl	above mean sea level
APN	Assessor's Parcel Number
ATCM	airborne toxic control measure
BACM	best available control measure
BACT	best available control technology
Basin	South Coast Air Quality Basin
bgs	below ground surface
BMPs	Best Management Practices
CAA	Clean Air Act
CAAA	CAA Amendment
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDP	Conditional Development Permit
CC&Rs	Covenants, Conditions, and Restrictions
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGEU	California Gas and Electric Utilities
CGP	Construction General Permit
CGS	California Geological Survey
CH ₄	methane
CHAPIS	Community Health Air Pollution Information System
CHRIS	California Historical Resources Inventory System
CNDDb	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CHRIS	California Historical Resources Inventory System
CTP	Clean Truck Program

CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibels
DCV	design capture volume
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FAR	floor area ratio
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
gal/day	gallons per day
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
HAPs	hazardous air pollutants
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDT	Heavy Duty Trucks
HFCs	hydrofluorocarbons
HMMP	Habitat Mitigation and Monitoring Plan
HP	horsepower
HPLV	High Pressure Low Volume
HRA	Health Risk Assessment
HUD	Housing and Urban Development
HVAC	heating, ventilating, and air conditioning
ICU	intersection capacity utilization
I	Interstate
ITE	Institute of Transportation Engineers
LBP	lead-based paint
lbs	pounds
LCFS	Low Carbon Fuel Standard
LEED	Leadership in Energy and Environmental Design
LEV	Low Emission Vehicle
LID	low impact development
LOS	level of service
LSTs	localized significance thresholds
MACT	maximum available control technology
MBTA	Migratory Bird Treaty Act of 1918
MEIR	maximum incremental cancer risk
MEIW	maximally exposed individual worker
MWEO	Water Resources' Model Water Efficient
mgd	million gallons per day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons

mph	miles per hour
MPO	metropolitan planning organization
MT	metric tons
MT CO _{2e}	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
N ₂ O	nitrous oxide
NAHC	Native American Heritage Commission
NALs	numeric action levels
NCCP	Natural Community Conservation Plan
NESHAP	national emissions standards for HAPs
NH ₃	ammonia
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. Department of Agriculture Natural Resources Conservation Service
NZE	near net zero
O ₃	ozone
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Planning Area
Pb	lead
PDF	project design feature
PFCs	perfluorocarbons
PM _{2.5}	particulate matter less than 2.5 micrometers in aerodynamic diameter
PM ₁₀	particulate matter less than 10 micrometers in aerodynamic diameter
ppb	parts per billion
PPP	Plans, Programs, and Policies
PPV	peak particle velocity
PRC	Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Plan
psi	pounds per square inch
PV	photovoltaic
RAFSS	Riversidean Alluvial Fan Sage Scrub
REC	recognized environmental conditions
ROG	reactive organic gas
RMS	root mean square
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARWS	Santa Ana River woollystar
SB	Senate Bill
SB 18	California Senate Bill 18, Ch. 905 (2004)
SBKR	San Bernardino kangaroo rat
SC	Standard Condition
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center

SCE	Southern California Edison Company
SCH	State Clearinghouse
SCS	Sustainable Communities Strategy
SEIR	Subsequent Environmental Impact Report
SF	square feet
SF ₆	sulfur hexafluoride
SIP	state implementation plan
SJVAPD	San Joaquin Valley Unified Air Pollution Control District
SLF	Sacred Lands File
SO ₂	sulfur dioxide
SO ₃	sulfur trioxide
SO ₄	sulfates
SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SP	Specific Plan
SR	State Route
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	Storm Water Resources Control Board
TACs	toxic air contaminants
TCR	tribal cultural resource
TIA	Traffic Impact Analysis
TMA	Transportation Management Association
tpy	tons per year
TTCP	traditional tribal cultural places
TUA	traditional use area
TWSC	Two-Way Stop Control
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USGS	United States Geological Survey
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VdB	velocity levels expressed in decibel notation
VMT	vehicle miles travelled
VOC	volatile organic compounds
vph	vehicles per hour
WAIRE	Warehouse Actions and Investments to Reduce Emissions Program
WDR	Waste Discharge Requirements
WPCO	Warehouse Points Compliance Obligation
WQC	Water Quality Certification
WQMP	Water Quality Management Plan
WVWD	West Valley Water District
ZE	zero emissions

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1.0 Executive Summary

This Draft Subsequent Environmental Impact Report (Draft Subsequent EIR) evaluates the environmental effects that may result from the adoption, construction, and operation of the proposed Hemlock Warehouse Development Project (Project). This Draft Subsequent EIR has been prepared in conformance with State environmental policy guidelines for implementation of the California Environmental Quality Act (CEQA).

The Draft Subsequent EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with State CEQA Guidelines Sections 15087 and Section 15105. During the 45-day review period, the Draft Subsequent EIR will be available for public review at the City's website: (www.fontana.org) or physically at the following location:

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

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

Rina Leung, Senior Planner
City of Fontana, Planning Department
8353 Sierra Avenue
Fontana, CA 92335
Phone: (909) 350-6588
Email: rleung@fontana.org

A Notice of Availability (NOA) of the Draft Subsequent EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The 40.01-acre Project site is located at 11115 Hemlock Avenue in the southern portion of the City of Fontana within San Bernardino County, as depicted in Figure 3-1, *Regional Location*. The Project site is located south of Santa Ana Avenue, north of Jurupa Avenue, east of Hemlock Avenue, and west of Beech Avenue, as shown on Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*.

Regional access to the Project site is provided by Interstate 10 (I-10) to the north from either the Cherry Avenue or Citrus Avenue exits; from State Route 60 (SR-60) to the south from the Country Village Road exit; and from Interstate 15 (I-15) to the west from the East Jurupa Street exit. Each of these routes connect to Santa Ana Avenue and Jurupa Avenue, which provide local access to the site as shown in Figure 2, *Project Vicinity*.

The site is identified by Assessor's Parcel Numbers (APN 0237-131-25, 0237-131-26 and 0237-131-27). The site is located within Section 26, Township 1 South, Range 6 West of the United States Geological Survey (USGS) 7.5-minute Fontana, California Quadrangle.

1.2 PROJECT BACKGROUND

The 40.01-acre Project site is located within the Southwest Industrial Park (SWIP) Specific Plan area. In 2012, the City adopted an update to the SWIP Specific Plan and certified the Final EIR for the SWIP Specific Plan Update and Annexation (SWIP SP FEIR) (State Clearinghouse Number 2009091089) to promote orderly and compatible growth of the approximately 3,111-acre SWIP area. The Project site is designated by the SWIP as part of the Slover Central Manufacturing/Industrial District (SCD). Due to the location of the SWIP area near the I-10, I-60, and I-15, the area is a major regional trucking area and goods transportation hub.

The Project area is an urban, developed, industrial use area of the City to the south of I-10. The Project site is currently developed with light industrial uses and occupied by Modular Space Corporation (ModSpace), which uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 SF. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The existing land uses and conditions of the Project site are described in Chapter 4, *Environmental Setting*.

The SWIP SP FEIR includes standard regulations and mitigation measures that apply to development projects within the SWIP Specific Plan area. The mitigation measures adopted as part of the SWIP SP FEIR are related to: aesthetics, air quality and climate change, biological resources, cultural resources, hazards and hazardous materials, noise, public services, utilities, and infrastructure. The SWIP SP FEIR mitigation measures that are related to the Project are detailed in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and they are listed within each topical environmental impact section within this Draft Subsequent EIR. The mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) included as part of the Final Subsequent EIR.

1.3 BASIS FOR A SUBSEQUENT EIR

When an EIR has been adopted and a project is proposed to be modified or expanded upon, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines §15162.

Pursuant to CEQA Guidelines §15162, no subsequent EIR shall be prepared unless one or more of the following conditions is present:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As detailed below, the Project involves redevelopment of a site that is currently used for light industrial uses and operation of a warehouse pursuant to the existing General Plan Land Use and SWIP designations. These actions involve a potential for new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, the City has determined that the preparation of a Subsequent EIR is the appropriate approach to CEQA compliance in accordance with CEQA Guidelines §15162(a)(1). Consistent with CEQA Guidelines §15050, the SWIP SP FEIR is incorporated into this document by reference.

1.4 PROJECT DESCRIPTION SUMMARY

The Project consists of re-development of the Project site for operation of a two-story warehouse facility that would be a maximum height of 60 feet and would be used for sorting, warehousing, distribution, and office space. The proposed building structure would have a building footprint of approximately 747,000 SF, a first-floor office of 20,000 SF, a second floor office mezzanine area of 20,000 SF, a warehouse area of 726,826 SF, and a pick module mezzanine area of 115,000 SF. Storage of refrigerated goods is evaluated to occur within 220,500 SF of the warehouse. This totals 881,826 SF. However, to provide a conservative evaluation of the proposed Project, the technical analysis herein evaluates a total of 882,000 square feet.

The facility would have 114 loading docks that would be located on the east and west sides of the building. The site would be accessed from driveways along both Hemlock Avenue and Beech Avenue. Vehicular and truck parking would be provided on the site, which would be gated and surrounded by landscaping. The Project includes sustainable design features and various measures as required by the City's Municipal Code Chapter 9, Section V, Industrial Commerce Centers Sustainable Standards.

1.5 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines (14 CCR) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project".

The Project Objectives for the Project are the relevant Project Objectives for implementation of the SWIP Specific Plan as listed in the SWIP SP FEIR and include the following:

- Increase and maintain an increased daytime employment population.
- Coordinate land uses and transportation with infrastructure planning.
- Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
- Retain and expand existing businesses and business opportunities.
- Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.

- Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.
- Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete “removal and replacement” transformation to enhance the sense of place and promote aesthetic improvements.

1.6 SUBSEQUENT EIR LEVEL OF ANALYSIS

The SWIP SP FEIR (State Clearinghouse Number 2009091089) evaluated the update to the SWIP Specific Plan at a programmatic level. Project-specific developments were not evaluated within the SWIP SP FEIR. This Subsequent EIR analyzes development of the Project site at a project-specific level pursuant to the development application that has been received to identify if any new or increased impacts would result from the Project, in comparison to those identified in the SWIP SP FEIR.

1.7 SUMMARY OF ALTERNATIVES

Section 6.0, *Alternatives*, of this Draft Subsequent EIR analyzes a range of reasonable alternatives to the Project, that include the following.

- **Alternative 1: No Project/No Build Existing Site Use Alternative.** Under this alternative, the Project would not be approved. The existing land use designations would remain. In accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the Project does not proceed. Section 15126.6(e)(3)(B) of the *CEQA Guidelines* states that, when the project is a development project on an identifiable property, the “no project” alternative is the circumstance under which the project does not proceed; and the discussion compares the environmental effects of the project site remaining in its existing state against environmental effects which would occur if the project is approved. Thus, the projected impacts of the Project would be compared to the impacts of the site continuing to be used by ModSpace that uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site would remain developed with one building and three modular buildings, totaling 11,590 SF. In addition, the site would continue to be used for stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The Project site ground surface would remain in its existing asphalt or gravel condition with limited areas of ornamental landscaping.

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

As detailed in Section 6.0, *Alternatives*, the No Project/No Build Existing Site Use Alternative would eliminate the significant and unavoidable impacts related to air quality and greenhouse gas emissions that would occur from implementation of the Project. In addition, this Alternative would eliminate the need for mitigation related to tribal cultural resources. Further, due to the limited vehicular trips, the No Project Alternative would result in less traffic noise than the proposed Project. Therefore, the No Project/No Build Existing Site Use Alternative would reduce overall impacts compared to the proposed Project and avoid significant and unavoidable impacts.

However, the No Project/No Build Existing Site Use Alternative would not meet most of the Project objectives, and of those that are met, they would not be met to the same extent as the proposed Project. This alternative would not increase and maintain an increase daytime population, it would be less flexible to foster economic development opportunities, it would not expand business opportunities, it would not improve pedestrian accessibility, it would not enhance the streetscape, and it does not enhance the sense of place or provide aesthetic improvements.

- **Alternative 2: Reduced Intensity Alternative.** The Reduced Intensity Alternative would reduce the intensity of the proposed warehouse. Alternative 2 would develop a 617,406 SF two-story warehouse on the Project site. Consistent with the proposed Project, 25 percent of the building square footage (or 154,352 SF) would be refrigerated for storage of cold goods, and 75 percent of the building square footage would be non-refrigerated (463,055 SF). This represents a 30 percent reduction (264,602 SF) compared to the Project total of 882,000 SF. Both the building footprint and second story mezzanine area would be equally reduced by 30 percent. Thus, the Reduced Intensity Alternative building would have a footprint of 522,778 SF. A proportional reduction in the number of loading docks and surface parking area would be part of the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue, that sidewalks would be developed along Beech Avenue, and that landscaping would be installed along both roadways adjacent to the site.

As detailed in Section 6.0, *Alternatives*, the Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions. However, significant and unavoidable impacts related to greenhouse gas emissions would continue to occur from implementation of this alternative. This alternative would reduce potential impacts related to tribal cultural resources compared to the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. The less than significant impacts related to noise would be consistent with the proposed Project. Overall, although the volume of impacts would be less by the Reduced Intensity Alternative in comparison to the proposed Project, the Reduced Intensity Alternative would not eliminate the significant and unavoidable greenhouse gas and transportation impacts of the proposed Project or eliminate the need for mitigation.

Implementation of the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project. The Reduced Intensity Alternative would increase and maintain an increased daytime population but to a 30 percent lesser extent than the proposed Project, it would be less flexible to foster economic development opportunities, it would not expand business opportunities to the same extent as the proposed Project, it would improve pedestrian accessibility, it would enhance the streetscape, and it would enhance the sense of place or provide aesthetic improvements. However, the proposed Project would better meet these objectives of providing 30 percent more warehousing space to provide more employment, more flexible and diverse land uses, more economic opportunities, and more expanding business opportunities.

- **Alternative 3: SWIP Buildout Alternative.** The SWIP SCD provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed Project would develop an approximately 882,000 SF warehouse on the 40.01-acre site, which would result in a FAR of 0.543. The SWIP Buildout Alternative would develop the project site at a maximum FAR of 0.80, which would result in approximately 1,394,269 SF two-story warehouse; 25 percent of which (348,567 SF) would be for refrigerated for storage of cold goods, and 75 percent of the building square footage would be non-refrigerated (1,045,702 SF). Both the building footprint and second story mezzanine area would be equally increased. Thus, the SWIP Buildout Alternative would have a larger footprint than the proposed Project. A proportional increase in the number of loading docks and surface parking area would be part of the SWIP Buildout Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue, that sidewalks would be developed along Beech Avenue, and that landscaping would be installed along both roadways adjacent to the site.

As detailed in Section 6.0, *Alternatives*, the SWIP Buildout Alternative would not eliminate the significant and unavoidable impacts related to air quality or greenhouse gas emissions that would

occur from implementation of the proposed Project. This alternative would result in a 54 (1,368 trips) percent daily increase in vehicular trips in comparison to the proposed Project. Thus, an increase in air quality emissions, greenhouse gas emissions, noise, and traffic would occur in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to tribal cultural resources that would require mitigation to be reduced to a less than significant level.

Implementation of the SWIP Buildout Alternative would meet the Project objectives. The SWIP Buildout Alternative would increase and maintain an increased daytime population to a 54 percent increased extent compared to the proposed Project, it would be flexible to foster economic development opportunities, it would expand business opportunities to a greater extent than the proposed Project, it would improve pedestrian accessibility, it would enhance the streetscape, and it would enhance the sense of place or provide aesthetic improvements. The alternative would also meet the objectives of providing more warehousing space to provide more employment, more flexible and diverse land uses, more economic opportunities, and more expanding business opportunities.

1.8 SUMMARY OF PROPOSED PROJECT IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft Subsequent EIR for the proposed Project. Relevant regulatory requirements and mitigation measures from the SWIP FEIR are identified, and additional mitigation measures are provided for all potentially significant impacts. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Also, the mitigation measures from the Final EIR for the SWIP Specific Plan Update and Annexation pertaining to environmental topics, not detailed within this Draft Subsequent EIR but determined by the Initial Study (Appendix A) to be applicable to the proposed Project are included in Table 1-1 to ensure appropriate implementation with the Project.

Table 1-1: Summary of Proposed Project Impacts, Regulatory Requirements, Mitigation Measures, and Level of Significance

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Draft Subsequent EIR Section 5.1, Air Quality				
Impact AQ-1: The Project would conflict with or obstruct implementation of the applicable air quality plan.	Regulatory Requirement CALGreen. New buildings are required to achieve the current California Building Energy and Efficiency Standards (Title 24, Part 6) and California Green Building Standards Code (CALGreen) (Title 24, Part 11). Regulatory Requirement Idling. Construction activities are required to adhere to Title 13 California Code of Regulations (CCR) Section 2499, which requires that nonessential idling of construction equipment is restricted to five minutes or less. Regulatory Requirement AQMD Rules. Construction activities in the South Coast Air Basin (SoCAB) will be conducted in compliance with any applicable South Coast Air Quality Management District (SCAQMD) rules and regulations, including but not limited to: • Rules 201, 203, and 219, which regulate permits for installation and use of equipment that may generate air contaminants. • Rule 402, Nuisance, which states that a project shall not “discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.”	Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measure 4.2-1a: All construction equipment shall be maintained in good operation condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer’s specification. Maintenance records shall be available at the construction site for City verification. The following additional measures, as determined applicable by the City Engineer, shall be included as conditions of the Grading Permit issuance: • Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow. • Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site. • Reroute construction trucks away from congested streets or sensitive receptor areas. • Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation. • Improve traffic flow by signal synchronization and ensure that all vehicles and equipment will be properly tuned and maintained according to manufactures’ specifications.	Significant and Unavoidable

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	Additionally, Rule 415, Odors from Rendering Facilities, requires nuisance odor at rendering facilities be controlled. • Rule 403, Fugitive Dust, for controlling fugitive dust and avoiding nuisance. • Rule 445, for limiting the installment of wood-burning fireplaces. • Rule 1113, which limits the volatile organic compound content of architectural coatings. • Rule 1143, which limits the volatile organic compound content of paint thinners and solvents. • Rule 1186, for controlling fugitive dust from vehicular travel on paved and unpaved roads. • Rule 2305, Warehouse Indirect Source Rule. Regulatory Requirement City of Fontana Municipal Code. Warehousing land uses within the City will be operated in compliance with Municipal Code Chapter 9, Article V, Industrial Commerce Centers Sustainability Standards.		• Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NOx and PM emissions requirements. • During Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-Certified Tier 3 & 4 emissions standards, or higher according to the following: - o ~~January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~ - o Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emissions standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. - o A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. SWIP SP FEIR Mitigation Measure 4.2-1b: Prior to the issuance of any grading permits, all applicants shall submit construction plans to the City of Fontana denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the Project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning staff. SWIP SP FEIR Mitigation Measure 4.2-1c: All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Specifically, the following measures shall be implemented, as feasible: • Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113. • Construct or build with materials that do not require painting. • Require the use of pre-painted construction materials.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			SWIP SP FEIR Mitigation Measure 4.2-1d: Projects that result in the construction of more than 19 single-family residential units, 40 multifamily residential units, or 45,000 square feet of retail/commercial/industrial space shall be required to apply paints either by hand or high-volume low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. Alternatively, the contractor may specify the use of low volatility paints and coatings. Several of currently available primers have VOC contents of less than 0.85 pounds per gallon (e.g., dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., Lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent. Larger projects should incorporate both the use of HVLP or hand application and the requirement for low volatility coatings. SWIP SP FEIR Mitigation Measure 4.2-1e: All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108. SWIP SP FEIR Mitigation Measure 4.2-1f: Prior to the issuance of grading permits or approval of grading plans for future development projects within the project area, future developments shall include a dust control plan as part of the construction contract standard specifications. The dust control plan shall include measures to meet the	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			requirements of SCAQMD Rules 402 and 403. Such measures may include, but are not limited to, the following: • Phase and schedule activities to avoid high-ozone days and first-stage smog alerts. • Discontinue operation during second-stage smog alerts. • All haul trucks shall be covered prior to leaving the site to prevent dust from impacting the surrounding areas. • Comply with AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas. • Moisten soil each day prior to commencing grading to depth of soil cut. • Water exposed surfaces at least twice a day under calm conditions, and as often as needed on windy days or during very dry weather in order to maintain a surface crust and minimize the release of visible emissions from the construction site. • Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation. • Wash mud-covered tires and undercarriages of trucks leaving construction sites. • Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites. • Securely cover all loads of fill coming to the site with a tight-fitting tarp.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Cease grading during periods when winds exceed 25 miles per hour. • Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance. • Use low-sulfur diesel fuel in all equipment. • Use electric equipment whenever practicable. • Shut off engines when not in use. SWIP SP FEIR Mitigation Measure 4.2-2a: All “large-scale” (e.g., over 10 acres per day) project Applicants shall provide incentives to use mass transit including the placement of bus stop shelters along major thoroughfares if not so equipped. (City Staff shall determine what denotes a “large-scale” project.) SWIP SP FEIR Mitigation Measure 4.2-2b: All “large-scale” (e.g., over 10 acres per day) project Applicants shall incorporate a bike/walking path between these shelters, the proposed residential areas, and the proposed commercial areas. These paths shall be lit and configured so as to avoid potential conflict with roadways and railroad activities. SWIP SP FEIR Mitigation Measure 4.2-2c: All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			SWIP SP FEIR Mitigation Measure 4.2-2d: The City shall require that both industrial and commercial uses designate preferential parking for vanpools. SWIP SP FEIR Mitigation Measure 4.2-2e: The proposed commercial and industrial areas shall incorporate food service. SWIP SP FEIR Mitigation Measure 4.2-2f: All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and MetroLink schedules in conspicuous areas. SWIP SP FEIR Mitigation Measure 4.2-2g: All industrial and commercial site tenants with 50 or more employees shall be requested to configure their operating schedules around the MetroLink schedule to the extent reasonably feasible. SWIP SP FEIR Mitigation Measure 4.2-2j: All residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials. SWIP SP FEIR Mitigation Measure 4.2-2k: Prior to approval of future development projects within the project area, the City of Fontana shall conduct project-level environmental review to determine potential vehicle emission impacts associated with the project(s). Mitigation measures shall be developed for each project as it is considered to mitigate potentially significant impacts	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			to the extent feasible. Potential mitigation measures may require that facilities with over 250 employees (full or part-time employees at a worksite for a consecutive six-month period calculated as a monthly average), as required by the Air Quality Management Plan, implement Transportation Demand Management (TDM) programs. SWIP SP FEIR Mitigation Measure 4.2-21: New warehouse facilities or distribution centers that generate a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week shall not be located closer than 1,000 feet from any existing or proposed sensitive land use such as residential, a hospital, medical offices, day care facilities, and/or fire stations (pursuant to the recommendations set forth in the CARB <i>Air Quality and Land Use Handbook</i>). Proposed Project Mitigation Measures No new mitigation measures would reduce NOx emissions from vehicle and truck trips, which result in the threshold exceedance.	
Impact AQ-2: The Project would result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.		Potentially significant		Significant and Unavoidable
Impact AQ-3: The Project would not expose sensitive receptors to substantial		Less than significant		Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
pollutant concentrations.				
Cumulative		Potentially significant		Significant and Unavoidable
Initial Study Section 4, Biological Resources				
Impact BIO 4.d: The Project would not 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.		Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measure 4.3-1a: The City of Fontana Planning Division shall require that all future project applicants prepare a Biological Assessment prior to the issuance of grading permits. The Biological Assessment shall include a vegetation map of the proposed project area, analysis of the impacts associated with plant and animal species and habitats, and conduct habitat evaluations for burrowing owl, Delhi Sands flower-loving fly, San Diego pocket mouse, western mastiff bat, western yellow bat, and San Diego desert woodrat. If any of these species are determined to be present, then coordination with the U.S. Fish and Wildlife Service and/or California Department of Fish and Game shall be conducted to determine what, if any, permits or clearances are required prior to development. SWIP SP FEIR Mitigation Measure 4.3-1b: Any future land disturbance for site-specific developments within the Project site shall be conducted outside of the State-identified bird nesting season (February 15 through September 1). If construction during the nesting season must occur, the site shall be evaluated by a City-approved biologist prior to ground disturbance to determine if	Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			nesting birds exist on site. If any nests are discovered, the biologist shall delineate an appropriate buffer zone around the nest, depending on the species and type of construction activity. Only construction activities approved by the biologist shall take place within the buffer zone until the nest is vacated. SWIP SP FEIR Mitigation Measure 4.3-1c: Prior to any ground disturbance, trees scheduled for removal shall be evaluated by a City-approved biologist for roosting bats. If a roost is present the biologist will develop a plan to minimize impacts to the bats to the greatest extent feasible.	
Initial Study Section 7, Geology and Soils				
Impact GEO-1f: The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.		Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measure 4.4-3b: Should mitigation monitoring be recommended for a specific project within the Project site (Specific Plan Update), the Mitigation Program shall include, but not be limited to, the following measures: - Assign a paleontological monitor, trained and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of earth-disturbing activities. - Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert	Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			construction and notify the monitor of the find. • All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum). • A summary report shall be submitted to City of Fontana. Collected specimens shall be transferred with copy of report to San Bernardino County Museum. Proposed Project Mitigation Measure Mitigation Measure GEO-1: Paleontological Resources Management Program (PRMP). A paleontological resource management program (PRMP) is required prior to the issuance of a grading permit. The PRMP shall, at a minimum, implement the following standard procedures: 1. The applicant shall retain a qualified paleontologist (Project Paleontologist) approved by the City to create and implement a Project-specific plan for monitoring site grading/earthmoving activities. 2. The Project paleontologist retained shall monitor mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Starting at the surface,	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			monitoring should be conducted fulltime in areas of grading or excavation in undisturbed sediments of alluvial fan deposits. 3. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the Project paleontologist, who will then notify the concerned parties of the discovery. 4. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils are collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites are	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils are collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location. 5. Isolated fossils are collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes are taken on the map location and stratigraphy of the site, which is photographed before it is vacated, and the fossils are removed to a safe place. 6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			identified to possess indications of producing fossil “microvertebrates” to test the feasibility of the deposit to yield fossil bones and teeth. 7. In the laboratory, individual fossils are cleaned of extraneous matrix, any breaks are repaired, and the specimen, if needed, is stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., SBCM) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Fontana) will be consulted on the repository/museum to receive the fossil material.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the appropriate lead agency, will signify satisfactory completion of the Project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.	
Draft Subsequent EIR Section 5.2, Greenhouse Gas Emissions				
Impact GHG-1: The Project would generate GHG emissions directly and indirectly, that may have a significant impact on the environment.	Regulatory Requirement CALGreen. Listed previously under Draft Subsequent EIR Section 5.1, Air Quality. Regulatory Requirement Idling. Listed previously under Draft Subsequent EIR Section 5.1, Air Quality. Regulatory Requirement City of Fontana Municipal Code. Warehousing land uses within the City will be operated in compliance with Municipal Code Chapter 9, Article V, Industrial Commerce Centers Sustainability Standards.	Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measures 4.2-2a through 4.2-2j: As listed previously in Section 5.1, Air Quality. SWIP SP FEIR Mitigation Measure 4.2-5a: Prior to the issuance of building permits, future development projects shall demonstrate the incorporation of project design features that achieve a minimum of 28.5 percent reduction in GHG emissions from non-mobile sources as compared to business-as-usual conditions. Future project shall include, but are not limited to, the following list of potential design features (which include measures for reducing GHG emissions related to Transportation and Motor Vehicles): <i>Energy Efficiency</i> • Design buildings to be energy efficient and exceed Title 24 requirements by at least 5 percent. • Install efficient lighting and lighting control systems. Site and design	Significant and Unavoidable

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			building to take advantage of daylight. • Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use. • Install light colored “cool” roofs and cool pavements. • Provide information on energy management services for large energy users. • Install energy efficient heating and cooling systems, appliances and equipment, and control systems (e.g., minimum of Energy Star rated equipment). • Implement design features to increase the efficiency of the building envelope (i.e., the barrier between conditioned and unconditioned spaces). • Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting. • Limit the hours of operation of outdoor lighting. <i>Renewable Energy</i> • ~~Install solar panels on carports and over parking areas. Ensure buildings are designed to have “solar ready” roofs.~~ <u>Infrastructure and facilities in compliance with Municipal Code Chapter 9, Article V, Industrial Commerce Centers Sustainability Standards.</u> • Use combined heat and power in appropriate applications. <i>Water Conservation and Efficiency</i> • Create water-efficient landscapes with a preference for a xeriscape landscape palette.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. • Design buildings to be water efficient. Install water-efficient fixtures and appliances (e.g., EPA WaterSense labeled products). • Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. • Restrict the use of water for cleaning outdoor surfaces and vehicles. • Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site). • Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project. • Provide education about water conservation and available programs and incentives. <i>Solid Waste Measures</i> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). • Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			• Provide education and publicity about reducing waste and available recycling services. <i>Transportation and Motor Vehicles</i> • Limit idling time for commercial vehicles, including delivery and construction vehicles. • Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a website or message board for coordinating rides). • Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems. • Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). • Promote “least polluting” ways to connect people and goods to their destinations. • Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments. • Incorporate bicycle-friendly intersections into street design. • For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking).	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points. Proposed Project Mitigation Measures No new mitigation measures would reduce NOx emissions from vehicle and truck trips, which result in the threshold exceedance.	
Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.		Less than significant	None required	Less than significant
Cumulative		Potentially significant	SWIP SP FEIR Mitigation Measures 4.2-2a through 4.2-2j: As listed previously in Section 5.1, <i>Air Quality</i>. SWIP SP FEIR Mitigation Measure 4.2-5a: As listed previously.	Significant and Unavoidable
Initial Study Section 9, Hazards and Hazardous Materials				
IMPACT HAZ 9.b: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.		Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measure 4.5-1a: The City shall require that new proposed facilities involved in the production, use, storage, transport, or disposal of hazardous materials be located a safe distance from land uses that may be adversely impacted by such activities. Conversely, new sensitive facilities, such as schools, child-care centers, and senior centers, shall not to be located near existing sites that use, store, or generate hazardous materials.	Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			SWIP SP FEIR Mitigation Measure 4.5-1b: The City shall assure the continued response and capability of the San Bernardino County Fire Department/Fontana Fire Protection District to handle hazardous materials incidents in the City and along the sections of freeways that extend across the City. SWIP SP FEIR Mitigation Measure 4.5-1c: The City shall require all businesses that handle hazardous materials above the reportable quantity to submit an inventory of the hazardous materials that they manage to the San Bernardino County Fire Department – Hazardous Materials Division in coordination with the Fontana Fire Protection District. SWIP SP FEIR Mitigation Measure 4.5-1d: The City shall identify roadways along which hazardous materials are routinely transported. If essential facilities, such as schools, hospitals, childcare centers, or other facilities with special evacuation needs are located along these routes, identify emergency response plans that these facilities can implement in the event of an unauthorized release of hazardous materials in their area. SWIP SP FEIR Mitigation Measure 4.5-6a: Prior to the issuance of grading permits, future developers shall prepare a Traffic Control Plan for implementation during the construction phase. The Plan may include the following provisions, among others: • At least one unobstructed lane shall be maintained in both directions on surrounding roadways.	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			- At any time that only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. - If construction activities require the complete closure of a roadway segment, the developer shall provide appropriate signage indicating detours/alternative routes. SWIP SP FEIR Mitigation Measure 4.5-6b: Prior to construction, the City of Fontana Engineering Department shall consult with the City of Fontana Police Department to disclose temporary closures and alternative travel routes, in order to ensure adequate access for emergency vehicles when construction of future projects would result in temporary lane or roadway closures.	
Draft Subsequent EIR Section 5.7, Noise				
Impact NOI-1: The Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PPP NOI-1: Construction Noise. As required by Fontana Municipal Code Section 18-63(b)(7), construction activities shall only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction activities conducted outside of these hours would require previous approval from the City of Fontana.	Less than significant	SWIP SP FEIR Mitigation Measure SWIP SP FEIR Mitigation Measure 4.7-1b: Should potential future development facilitated by the proposed project require off-site import/export of fill material during construction, trucks shall utilize a route that is least disruptive to sensitive receptors, preferably major roadways (Interstate 10, Interstate 15, State Route 60, Sierra Avenue, Beech Avenue, Jurupa Avenue, and Slover Avenue). Construction trucks should, to the extent practical, avoid the weekday and Saturday a.m. and p.m. peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.).	Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
Impact NOI-2: The Project would not generate excessive groundborne vibration or groundborne noise levels.		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
Draft Subsequent EIR Section 5.4, Transportation				
Impact TR-1: The Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.		Less than significant	None required	Less than significant
Impact TR-2: The Project would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
Draft Subsequent EIR Section 5.5, Tribal Cultural Resources				
Impact TCR-2: The Project would not cause a substantial adverse change in the significance of a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.	PPP CUL-1: Human Remains. If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the “Most Likely Descendant”. The Most Likely Descendant shall then make	Potentially significant	SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measures SWIP SP FEIR Mitigation Measure 4.4-1b: If any historical resources and/or human resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. SWIP SP FEIR Mitigation Measure 4.4-2a: A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries: Subsequent to a preliminary City review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric	Less than significant

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
	recommendations and engage in consultation with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.		resources within portions of the project site not previously surveyed for cultural resources shall be conducted. - Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands. - All prehistoric resources shall be inventoried using appropriate State record forms and two (2) copies of the completed forms shall be submitted to the San Bernardino County Archaeological Information Center. - The significance and integrity of all prehistoric resources within the project site shall be evaluated using criteria established in the CEQA Guidelines for important archaeological resources. - If human remains are encountered on the project site, the San Bernardino County Coroner's Office shall be contacted within 24 hours of the find, and all work shall be halted until a clearance is given by that office and any other involved agencies. - All resources and data collected within the project site shall be permanently curated at an appropriate repository within the County. SWIP SP FEIR Mitigation Measure 4.4-2b: If any prehistoric archaeological resources are encountered before or during grading, the developer shall retain a qualified archaeologist to	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			monitor construction activities and to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Fontana shall: • Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value. • Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point. • Pursue educating the public about the area's archaeological heritage. • Propose mitigation measures and recommend conditions of approval (if a local government action) to eliminate adverse Project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines. • Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the Project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving. SWIP SP FEIR Mitigation Measure 4.4-2c: Where consistent with applicable local, State and federal law and deemed appropriate by the City, future site-specific development projects shall consider the following requests by the ~~Soboba Band of Luiseño Indians,~~	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			~~Maricopa Band of Mission Indians and/or other consulting~~ tribes as appropriate: • In the event Native American cultural resources are discovered during construction for future development, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall Project may continue during this period; • Initiate consultation between the appropriate Native American tribal entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) and the City/Project Applicant; • Transfer cultural resources investigations to the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) as soon as possible; • Utilize a Native American Monitor from the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) where deemed appropriate or required by the City, during initial ground-disturbing activities, cultural resource surveys, and/or cultural resource excavations. Proposed Project Mitigation Measures Mitigation Measure CUL-1: Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Department, or designee,	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			from a qualified professional archaeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A, stating that qualified archaeologists have been retained and will be present at pre-grade meetings and for all initial ground disturbing activities, up to five feet in depth. • Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological and tribal monitor/consultant. If the resources are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place. • Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution	

Impact	Initial Study/Draft Subsequent EIR Section Impact Regulatory Requirements	Level of Significance before Mitigation	Mitigation Measures	Significance after Mitigation
			agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to the Tribe or a local school or historical society in the area for educational purposes. Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologists shall ensure that all other personnel are appropriately trained and qualified.	
Cumulative		Potentially significant	Mitigation Measures 4.4-1b, 4.4-2a, 4.4-2b, and 4.4-2c.	Less than significant

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2.0 Introduction

2.1 SUBSEQUENT EIR INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared as a Draft Subsequent EIR to the City of Fontana's Final Environmental Impact Report (FEIR) for the SWIP Specific Plan Update and Annexation (SWIP SP FEIR), State Clearinghouse (SCH) No. 2009091089, that was certified by the City in 2012.

This Draft Subsequent EIR discusses the potentially significant environmental impacts of the proposed Project, as detailed in Chapter 3.0, *Project Description*. The City of Fontana is the Lead Agency, as defined in Section 15367 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) and in conformance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.). This Draft Subsequent EIR has been prepared to identify, analyze, and mitigate the significant environmental effects of the proposed Project.

CEQA requires each EIR to reflect the independent judgment of the Lead Agency, including but not limited to the thresholds of significance used to analyze Project impacts, analyses, and conclusions regarding the level of significance of impacts both before and after mitigation, the identification and application of mitigation measures to avoid or reduce Project-related impacts, and the consideration of alternatives to the proposed Project. In preparing this Draft Subsequent EIR, the City of Fontana has employed CEQA and environmental technical specialists; however, the analyses and conclusions set forth in this Draft Subsequent EIR reflect the independent judgment of the City as Lead Agency.

2.2 SWIP Specific Plan History and Environmental Background

The SWIP Specific Plan was originally adopted by the City on December 6, 1983 for the planning of the City's industrial uses south of Interstate 10 (I-10) that encompassed approximately 1,800 acres, and various annexations of areas occurred and amendment of the plan have occurred since. In 2011, the City determined that the SWIP Specific Plan should be revised to update land uses, regulations, and development standards to promote orderly and compatible growth in the SWIP Specific Plan area¹. On May 8, 2012, the City adopted Resolution No. 2012-035, certifying the FEIR for the SWIP Specific Plan Update and Annexation, State Clearinghouse (SCH) No. 2009091089, in compliance with CEQA and the CEQA Guidelines.

The SWIP Specific Plan is a comprehensive policy and regulatory guidance document for development of land within the SWIP area. By providing the necessary regulatory and design guidance, the SWIP Specific Plan Update ensured that future development would implement the goals and policies of the City of Fontana General Plan (General Plan). The SWIP Specific Plan Update area comprised approximately 3,111 acres in the southwestern portion of the City within San Bernardino County (County) and includes nine land use districts. The Project site is located within the Slover Central Manufacturing/Industrial District (SCD)², which is 423.7 acres.

The SWIP SP FEIR analyzed evaluated buildout of the SWIP area pursuant to the maximum allowable development of the Specific Plan land uses, which included 3,710,006 SF of new industrial use and 960,325 SF of existing development to remain in place within the SCD. Table S-5 of the Draft Program EIR Executive Summary provides a list of the impacts that would result from construction and operation of the SWIP, which include the following:

¹ City of Fontana. 2011. *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation Public Review Draft Program Environmental Impact Report*.

² City of Fontana. 2018. *Southwest Industrial Park Specific Plan – Land Use Map*.
<https://www.fontana.org/DocumentCenter/View/29671/SWIP-Land-Use-Plan-Map> (accessed November 1, 2021).

Significant and Unavoidable Impact: The SWIP SP FEIR identified significant and unavoidable impacts in the following environmental topic areas:

- Aesthetics, Light and Glare (Impact 4.1-1);
- Air Quality and Climate Change (Impacts 4.2-1, 4.2-2 and 4.2-4);
- Noise (Impact 4.7-3);
- Public Services, Utilities and Infrastructure (Impact 4.8-5); and
- Traffic and Circulation (Impact 4.9-1).

Less Than Significant Impact with Incorporation of Mitigation: The SWIP SP FEIR identified impacts that could be mitigated to less than significant levels with incorporation of mitigation measures in the following environmental topic areas:

- Aesthetics, Light and Glare (Impact 4.1-3);
- Air Quality and Climate Change (Impact 4.2-5);
- Biological Resources (Impacts 4.3-1, 4.3-2, 4.3-3 and 4.3-5);
- Cultural Resources (Impacts 4.4-1, 4.4-2 and 4.4-3);
- Hazards and Hazardous Materials (Impacts 4.5-1, 4.5-2, 4.5-3, 4.5-4, 4.5-5 and 4.5-6);
- Noise (Impacts 4.7-1 and 4.7-2); and
- Public Services, Utilities, and Infrastructure (Impacts 4.8-1, 4.8-2, 4.8-3, 4.8-4, 4.8-6, 4.8-7, 4.8-8, and 4.8-9).

Less Than Significant Impact: The SWIP SP FEIR identified less than significant impacts in the following environmental topic areas:

- Aesthetics, Light and Glare (Impacts 4.1-2, 4.1-4 and 4.1-5);
- Air Quality and Climate Change (Impact 4.2-3);
- Cultural Resources (Impact 4.4-4);
- Hazards and Hazardous Materials (EFNTBS item 4a);
- Hydrology and Water Quality (EFNTBS items 5a, 5b, 5c, 5d, 5e, 5f, 5h, and 5i);
- Land Use and Planning (Impacts 4.6-1 and 4.6-2);
- Population and Housing (EFNTBS item 8a and 8b);
- Public Services, Utilities and Infrastructure (Impact 4.8-10); and
- Traffic and Circulation (Impacts 4.9-2 and 4.9-3).

No Impact: The SWIP SP FEIR determined that no impact would occur with respect to the following environmental topic areas below. These impacts were included in the SWIP SP FEIR's "Effects Found Not To Be Significant (EFNTBS)" section (Section 8.0).

- Agricultural and Forestry Resources (EFNTBS items 1a, 1b, 1c, 1d and 1e);
- Geology and Soils (EFNTBS items 3a-4 and 3e);
- Hazards and Hazardous Materials (EFNTBS items 4b and 4c);
- Hydrology and Water Quality (EFNTBS items 5g and 5j);
- Mineral Resources (EFNTBS items 6a and 6b);
- Noise (EFNTBS item 7a); and
- Traffic and Circulation (EFNTBS items 9a and 9b).

Since adoption of the Specific Plan, the Project site has been used for industrial uses that include a truck/transport and construction company in the northwest corner in the early 1990s; and the current industrial structures and modular unit storage yard since 2000.

2.3 PURPOSE OF AN EIR

CEQA requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. Pursuant to the provisions of CEQA Guidelines Section 15121(a), this Draft Subsequent EIR is intended as an informational document to inform public agency decision makers and the general public of the significant environmental effects of the proposed Project, identify possible ways to avoid or minimize those significant effects, and describe reasonable alternatives to the Project that might avoid or lessen significant environmental effects. Thus, this Draft Subsequent EIR is intended to aid the review and decision-making process.

The CEQA Guidelines provide the following information regarding the purpose of an EIR:

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

Given the planning and development nature of the proposed Project and the permitting, planning, and development actions that are related both geographically and as logical parts in the chain of contemplated actions to implement the proposed Project, this document has been prepared as a Subsequent EIR, pursuant to Section 15162 of the CEQA Guidelines that tiers from a certified Program EIR. This Subsequent EIR also fulfills the requirements of a Project EIR (pursuant to Section 15161 of the CEQA Guidelines), for the proposed Hemlock Warehouse Development Project.

Basis for a Subsequent EIR

The EIR for the SWIP Specific Plan Update and Annexation is a Program EIR that examined the total scope of environmental effects that would occur as a result of buildout of the SWIP Specific Plan area with the land uses designated in the Specific Plan. Once a Program EIR has been prepared, subsequent activities within the program or changes to the program must be evaluated to determine whether additional CEQA documentation needs to be prepared. The key considerations in determining the need for additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines §15162, which states that no subsequent EIR shall be prepared unless one or more of the following conditions is present:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As detailed in Chapter 3, *Project Description*, the proposed Project includes removal of the existing site buildings and improvements and development and operation of a warehouse facility that would be a total of approximately 882,000 SF within two stories, and a potential for up to 25 percent used for storage of refrigerated goods and have 114 loading docks. This Project may involve new significant environmental effects or a substantial increase in the previously identified effects. Thus, the City of Fontana has prepared this Subsequent EIR that evaluates the potential of the proposed Project to result in new or substantially greater impacts than previously identified in the SWIP SP FEIR, pursuant to the requirements of CEQA, as detailed below.

Program EIR and Project EIR CEQA Coverage

A Program EIR is an EIR prepared to assess a series of actions characterized as one project. The actions can be related to one another: geographically; because they are part of a chain of contemplated actions; because they governed by the same rules, regulations, plans, or other general criteria associated with a program; or they are individual activities carried out under the same statutory or regulatory authorities and have similar environmental effects and mitigation needs. The SWIP SP FEIR is the Program EIR that examined the SWIP Specific Plan Update and Annexation, which was certified in 2012.

A Project EIR examines the environmental impacts of a specific development project and should focus primarily on the changes in the environment that would result from the development project. This Draft Subsequent EIR fulfills the requirements for a Project EIR and examines the proposed Project for which development applications are currently on file with the City.

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

2.4 SUBSEQUENT EIR SCOPE AND CONTENT

CEQA Updates Since Certification of the Final EIR in 2012

As discussed herein, the SWIP Specific Plan Update and Annexation was adopted in 2012 and the Project site is developed with light industrial uses. However, in the intervening years, several changes have been made to the CEQA Guidelines, regulatory and statutory requirements. In September 2016, new CEQA

Guidelines Appendix G questions pertaining to impacts on Tribal Cultural Resources were adopted pursuant to the provisions of AB 52. Also, on December 28, 2018, a comprehensive update to the State CEQA Guidelines became effective, which addressed legislative changes to the CEQA statute, clarified certain portions of the existing CEQA Guidelines, and updated the CEQA Guidelines to be consistent with recent court decisions. The changes to the Guidelines include but are not limited to CEQA Guidelines Section 15064.3, related to Vehicle Miles Traveled (VMT), and incorporation of energy and wildfire as new separate topics in the CEQA Guidelines Appendix G, Environmental Checklist Form.

This Draft Subsequent EIR addresses these changes, minor updates to other environmental topics, and the proposed Project. In addition, this Subsequent EIR evaluates the status of the SWIP SP FEIR mitigation measures and their applicability to the proposed Project.

Environmental Setting and Baseline

The environmental setting is normally existing conditions at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. However, when the project is within the scope of a Program EIR (such as the SWIP SP FEIR), the effective baseline is the previously approved and analyzed project for which the Program EIR was certified (*Sierra Club v. City of Orange* [2008] 163 Cal.App.4th 523). “When a lead agency is considering whether to prepare a Subsequent EIR, it is specifically authorized to limit its consideration of the later project to effects not considered in connection with the earlier project.” (*Temecula Band of Luiseño Mission Indians v. Rancho Cal. Water Dist.* [1996] 43 Cal.App.4th 425, 437). Here, the previous project is the SWIP Specific Plan Update and Annexation; the EIR for which commenced in 2009 with the preparation of the Expanded Notice of Preparation (NOP).

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). The intent of this Subsequent EIR is to provide a reasonably conservative analysis that identifies the reasonable maximum potential impact. Thus, this Subsequent EIR provides both baseline conditions from the SWIP SP FEIR (and thus 2009-2012) and current conditions, such as the 2019-2021 ambient air conditions provided in Section 5.1, *Air Quality*, the noise measurements identified in Section 5.3, *Noise*, and existing traffic conditions identified in Section 5.4, *Transportation*.

Impacts Found to Be Potentially Significant

The City determined that a Subsequent EIR should be prepared for the proposed Project. As a result, an Initial Study and NOP were prepared and circulated between February 23, 2023 and March 27, 2023 for the required 30-day review period. The purpose of the NOP was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft Subsequent EIR. The Initial Study and NOP are contained in Appendix A of this Draft Subsequent EIR. The City of Fontana also held a scoping meeting for the Project to solicit oral and written comments from the public and public agencies. The public scoping meeting was held on March 6, 2023. No comments were received at the public scoping meeting. The comments received in response to the NOP are contained in Appendix A of this Draft Subsequent EIR.

Topics requiring a detailed level of analysis evaluated in this Draft Subsequent EIR have been identified based upon the responses to the Initial Study, NOP, and a review of the Project by the City of Fontana. The City determined through the initial review process that new potentially significant impacts or an increase in the severity of impacts related to the following topics could occur from the proposed Project and required a detailed level of analysis in this Draft Subsequent EIR:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise
- Transportation
- Tribal Cultural Resources
- Other CEQA Considerations

Impacts Found Not to Be Significant

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment”. Topics that have been determined not to be significant and are therefore, are not discussed in detail in the Draft Subsequent EIR were identified in the Initial Study evaluation, responses to the NOP, through a review of the SWIP SP FEIR, and a review of the proposed Project by the City of Fontana. The City determined through the initial review process that new potentially significant impacts or an increase in the severity of impacts related to the following topics would not occur and are not required to be analyzed in this Draft Subsequent EIR:

- Aesthetics
- Agriculture & Forest Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

2.5 LEAD, RESPONSIBLE, AND TRUSTEE AGENCIES

The CEQA Guidelines define lead, responsible, and trustee agencies. The City of Fontana is the Lead Agency because it holds principal responsibility for approving the proposed Project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the proposed Project. State, regional and/or local government permits may be required for the proposed Project, whether or not they are explicitly listed below. State and regional agencies that may have jurisdiction over some aspects include (but are not limited to):

- Santa Ana Regional Water Quality Control Board
- South Coast Air Quality Management District

Trustee agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project. CEQA Guidelines §15386 designates four agencies as trustee agencies: the California Department of Fish and Wildlife with regards to fish and wildlife, native plants designated as rare or endangered, game refuges, and ecological reserves; the State Lands Commission, with regard to State-owned “sovereign” lands, such as the beds of navigable waters and State school lands; the California Department of Parks and Recreation, with regard to units of the State park system; and, the University of California, with regard to sites within the Natural Land and Water Reserves System. There are no trustee agencies for the proposed Project.

2.6 ENVIRONMENTAL REVIEW PROCESS

Notice of Preparation/Initial Study

Pursuant to the requirements of CEQA, the City of Fontana, as Lead Agency, prepared an Initial Study and NOP for the proposed Project, which was distributed on Thursday, February 23, 2023 for a 30-day public review and comment period that ended on March 27, 2023. The NOP requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft Subsequent EIR being prepared. Comments received on the NOP are included in Appendix A and summarized in Table 2-1, which also includes a reference to the Draft Subsequent EIR section(s) in which issues raised in the comment letters are addressed.

Table 2-1: Summary of NOP/Initial Study Comment Letters

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
State Agencies	
Department of Justice, Bureau of Environmental Justice, March 1, 2023	
This letter provides details regarding potential air quality and traffic impacts and states that the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects that has been provided. In addition, the letter states that priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts.	Section 5.1, <i>Air Quality</i> & Section 5.4, <i>Transportation</i>
Native American Heritage Commission, February 23, 2023	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of AB 52 and SB 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC Recommendations for Cultural Resources Assessments.	Section 5.5, <i>Tribal Cultural Resources</i>
Regional Agencies	
South Coast Air Quality Management District, March 27, 2023	
This letter references the SCAQMD's CEQA Air Quality Handbook and recommends using the methodologies of the Handbook to evaluate impacts of the Project, including use of the CalEEMod model, recommended regional significance thresholds, and localized significance thresholds (LSTs) or dispersion modeling. The letter recommends a mobile health risk assessment related to diesel particulate matter (DPM) from heavy-duty diesel-fueled vehicles. In addition, it recommends the following mitigation for operational air quality impacts: • Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks; • Require a phase-in schedule to incentive the use of these cleaner operating trucks; • Require operators to maintain records of all trucks associated with the Project to document that each truck used meets these emission standard; • Require the Lead Agency to conduct ongoing inspections related to truck operations; • Limit the daily number of trucks allowed at the proposed Project to levels analyzed in the Final CEQA document; • Provide electric vehicle (EV) charging stations;	Section 5.1, <i>Air Quality</i> & Section 5.2, <i>Greenhouse Gas Emissions</i>

Comment Letter and Comment	Relevant Draft Subsequent EIR Section
• Provide electrical hookups for trucks to use auxiliary equipment; and • Implementation of AQMD Rule 2305, Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program.	
Organization Comments	
Californians Allied for a Responsible Economy (CARE), March 27, 2023	
This letter provides a summary of the proposed Project and the potentially significant impacts identified by the Initial Study. The comment states that the EIR should describe the types of refrigerants that would be used and the Project should use natural refrigerant alternatives that would reduce the Project's GHG impacts. The comment also states that the EIR should include a Health Risk Assessment identifying potential impacts from diesel PM emissions and that the EIR should include enforceable mitigation measures, such as requiring use of zero emissions vehicles. The comment also requests all sources and referenced materials when the EIR is completed.	Section 5.1, <i>Air Quality</i>, Section 5.2, <i>Greenhouse Gas Emissions</i>, and Section 5.4, <i>Transportation</i>

Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Fontana hosted a public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft Subsequent EIR for the proposed Project. The virtual scoping meeting was held on March 6, 2023 at 5:00 p.m. on a Zoom Webinar. No environmental issues of concern were raised at the public scoping meeting.

Public Review of the Draft Subsequent EIR

The City of Fontana filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research (OPR), State Clearinghouse (SCH), indicating that this Draft Subsequent EIR has been completed and is available for review. A Notice of Availability (NOA) of the Draft Subsequent EIR was published concurrently with distribution of this document. The Draft Subsequent EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with Section 15087 and Section 15105 of the CEQA Guidelines. During the 45-day review period, the Draft Subsequent EIR is available for public review digitally on the City's website: (<https://www.fontana.org/2137/Environmental-Documents>) or physically at the following location:

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

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

Rina Leung, Senior Planner, Senior Planner
City of Fontana, Planning Department
8353 Sierra Avenue
Fontana, CA 92335
Email: rleung@fontana.org

Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft Subsequent EIR will be prepared and incorporated into a Final Subsequent EIR. The written

responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final Subsequent EIR will be considered. These comments, and their responses, will be included in the Final Subsequent EIR for consideration by the City, as well as other responsible agencies per CEQA. The Final Subsequent EIR will contain an MMRP to implement proposed mitigation measures provided in the Draft Subsequent EIR and may also contain corrections and additions to the Draft Subsequent EIR, and other information relevant to the environmental issues associated with the Project. The Final Subsequent EIR will be available for public review prior to consideration of its certification by the City. Notice of the availability of the Final Subsequent EIR will be sent to all who commented on the Draft Subsequent EIR.

2.7 ORGANIZATION OF THIS DRAFT SUBSEQUENT EIR

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

- **Section 1 Executive Summary:** This section provides a brief summary of the Project area, the SWIP Specific Plan buildout for the site, the proposed Project, and alternatives. The section also provides a summary of environmental impacts, mitigation measure(s) (if any), and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either less than significant or significant and unavoidable.
- **Section 2 Introduction:** This section provides an overview of the purpose and use of the Subsequent EIR, the scope of this Draft Subsequent EIR, a summary of the legal authority for the Subsequent EIR, a summary of the environmental review process, and the general format of the document.
- **Section 3 Project Description:** This section provides a detailed description of the proposed Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4 Environmental Setting:** This section provides a discussion of the existing conditions within the proposed Project site and adjacent areas.
- **Section 5 Environmental Impact Analysis:** This section includes a summary of the existing statutes, ordinances and regulations that apply to the environmental impact area being discussed; the analysis of the proposed Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the proposed Project; any applicable plans, policies, and programs that could reduce potential impacts; previously adopted mitigation measures from the SWIP SP FEIR, and any proposed feasible mitigation measures that would reduce or eliminate the new significant adverse impacts identified. Impacts that cannot be mitigated to less than significant are identified as significant and unavoidable.

This section also provides a summary of the significant and unavoidable impacts that would occur from implementation of the proposed Project and provides a summary of the environmental effects that were found not to be significant. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the proposed Project.

- **Section 6 Alternatives:** This section describes and analyzes a reasonable range of alternatives to the proposed Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.

- **Section 7 Report Preparation:** This section lists authors of the Draft Subsequent EIR, associated technical studies, and City staff that assisted with the preparation and review of this document.

2.8 INCORPORATION BY REFERENCE

In accordance with Section 15150 of the CEQA Guidelines and to reduce the size of the report, the following documents are hereby incorporated by reference into this Subsequent EIR and are available for public review at the City of Fontana, Planning Department, 8353 Sierra Avenue, Fontana, CA 92335. A brief summary of the scope and content of these documents is provided below.

SWIP Specific Plan: The Specific Plan area encompasses approximately 3,111 acres and includes nine land use districts for industrial, manufacturing, office, commercial, research and development, and flex-tech development. The SWIP Specific Plan provides comprehensive policy and regulatory guidance, unique to each area within the Specific Plan. In addition, the SWIP Specific Plan includes guiding principles that are statements of direction to guide development proposals and design concepts. The SWIP Specific Plan is incorporated herein.

SWIP Specific Plan Update and Annexation FEIR: As described previously, the SWIP Specific Plan Update and Annexation FEIR (State Clearinghouse Number 2009091089) was adopted by the City of Fontana in 2012 that is a comprehensive policy and regulatory guidance document for development of land within the SWIP area, which includes the Project site. The findings of the FEIR are summarized previously and addressed throughout this Subsequent EIR. The SWIP SP FEIR and associated findings are incorporated herein by reference.

City of Fontana General Plan: The City of Fontana General Plan provides a general, comprehensive, and long-range guide for community decision-making. Each element of the General Plan addresses a certain aspect of the City's growth and development. The individual elements identify goals and policies for existing and future conditions within the City. The existing City of Fontana General Plan has a planning horizon of 2035. The following chapters comprise the City's General Plan:

- Chapter 1: Vision and Principles
- Chapter 2: Trends for Fontana's Future
- Chapter 3: Engaging the Fontana Community
- Chapter 4: Community and Neighborhoods
- Chapter 5: Housing
- Chapter 6: Building a Healthier Fontana
- Chapter 7: Conservation, Open Space, Parks and Trails
- Chapter 8: Public and Community Services
- Chapter 9: Community Mobility and Circulation
- Chapter 10: Infrastructure and Green Systems
- Chapter 11: Noise and Safety
- Chapter 12: Sustainability and Resilience
- Chapter 13: Economy, Education, and Workforce Development
- Chapter 14: Downtown Area Plan
- Chapter 15: Land Use, Zoning, and Urban Design
- Chapter 16: Stewardship and Implementation

The General Plan is utilized throughout this document as a fundamental planning document governing development within the City. Background information and policy information from the General Plan is cited in various sections of this Draft Subsequent EIR. Thus, the General Plan is incorporated herein by reference.

City of Fontana Municipal Code: The City of Fontana Municipal Code consists of regulatory, penal, and administrative ordinances of the City. The City's Development Code (Municipal Code Section 30) identifies land uses permitted and prohibited according to the zoning category of particular parcels, and provide regulations for topics that are not included in the Specific Plan. The Municipal Code and Zoning Code are utilized throughout this document as a regulatory document governing development and land use activities within the City. Regulatory information from the Municipal Code and Development Code is cited in various sections of this Draft Subsequent EIR.

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3.0 Project Description

3.1 PROJECT LOCATION

The 40.01-acre Project site is located at 11115 Hemlock Avenue in the southern portion of the City of Fontana within San Bernardino County, as depicted in Figure 3-1, *Regional Location*. The Project site is located south of Santa Ana Avenue, north of Jurupa Avenue, east of Hemlock Avenue, and west of Beech Avenue, as shown on Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*.

Regional access to the Project site is provided by Interstate 10 (I-10) to the north from either the Cherry Avenue or Citrus Avenue exits; from State Route 60 (SR-60) to the south from the Country Village Road exit; and from Interstate 15 (I-15) to the west from the East Jurupa Street exit. Each of these routes connects to Santa Ana Avenue and Jurupa Avenue, which provide local access to the site as shown in Figure 3-2, *Local Vicinity*.

The site is identified by Assessor's Parcel Numbers (APN) 0237-131-25, 0237-131-26, and 0237-131-27. The site is located within Section 26, Township 1 South, Range 6 West of the United States Geological Survey (USGS) 7.5-minute Fontana, California Quadrangle.

3.2 PROJECT BACKGROUND

The 40.01-acre Project site is located within the Southwest Industrial Park (SWIP) Specific Plan area. In 2012, the City adopted an update to the SWIP Specific Plan and certified the Final EIR for the SWIP Specific Plan Update and Annexation (SWIP SP FEIR) (State Clearinghouse Number 2009091089) to promote orderly and compatible growth of the approximately 3,111-acre SWIP area. The Project site is designated by the SWIP as part of the Slover Central Manufacturing/Industrial District (SCD). Due to the location of the SWIP area near the I-10, I-60, and I-15, the area is a major regional trucking area and goods transportation hub.

The Project area is an urban, developed, industrial use area of the City to the south of I-10. The Project site is currently developed with light industrial uses and occupied by Modular Space Corporation (ModSpace), which uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 SF. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The existing land uses and conditions of the Project site are described in Chapter 4, *Environmental Setting*.

The SWIP SP FEIR includes standard regulations and mitigation measures that apply to development projects within the SWIP Specific Plan area. The mitigation measures adopted as part of the SWIP SP FEIR are related to: aesthetics, air quality and climate change, biological resources, cultural resources, hazards and hazardous materials, noise, public services, utilities, and infrastructure. The SWIP SP FEIR mitigation measures that are related to the proposed Project are detailed in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and they are listed within each topical environmental impact section within this Draft Subsequent EIR. The mitigation measures will be included in the Mitigation Monitoring and Reporting Program (MMRP) included as part of the Final Subsequent EIR.

3.3 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines (14 CCR) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project".

The Project Objectives for the proposed Project are the relevant Project Objectives for implementation of the SWIP Specific Plan as listed in the SWIP SP FEIR and include the following:

- Increase and maintain an increased daytime employment population.
- Coordinate land uses and transportation with infrastructure planning.
- Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
- Retain and expand existing businesses and business opportunities.
- Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.
- Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.
- Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete "removal and replacement" transformation to enhance the sense of place and promote aesthetic improvements.

3.4 PROJECT CHARACTERISTICS

"Project," as defined by the State CEQA Guidelines, means:

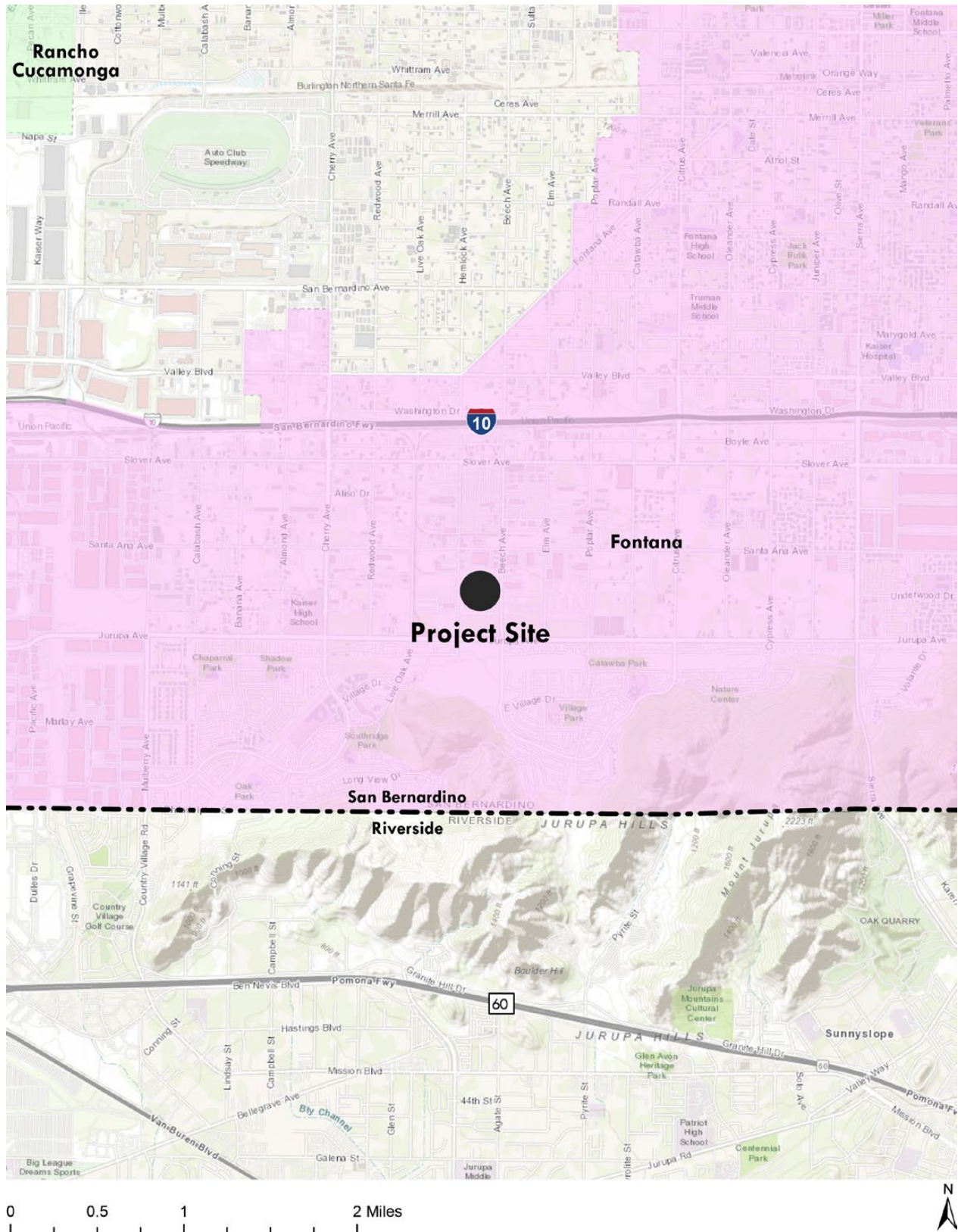
the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) enactment and amendment of zoning ordinances, and the adoption and amendment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

Warehousing Facility

The proposed Project consists of development and operation of a warehouse facility that would have a building footprint of approximately 747,000 SF. The proposed building would be two stories with a maximum height of 60 feet. The building would be used for sorting, warehousing, distribution, and office space. The proposed building would have a first-floor office of 20,000 SF, a second floor office mezzanine area of 20,000 SF, a warehouse area of 726,826 SF, and a pick module mezzanine area of 115,000 SF. This totals 881,826 SF. However, to provide a conservative evaluation of the proposed Project, the technical analysis herein evaluates a total of 882,000 square feet.

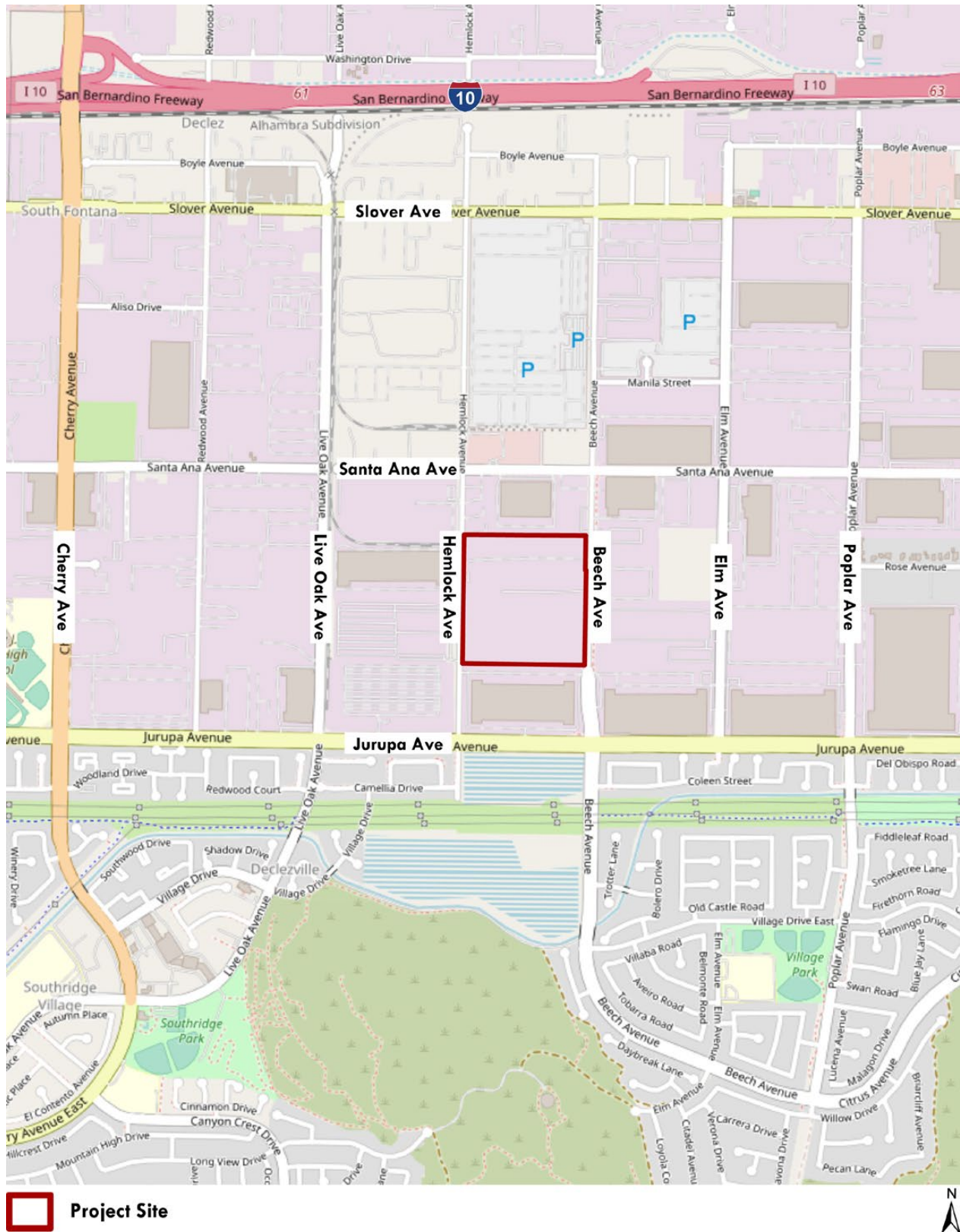
Pick modules are engineered multi-level racking systems that are designed to store and move products efficiently through a warehouse or distribution facility. Pick modules provide warehouse automation by managing a large variety of products in high volumes. Pick modules typically have a conveyor running through a multi-level racking structure to move products from the picking areas to the shipping areas. Replenishment of product into a pick module is done from the aisles, most often with a lift truck. Pick module systems are customized for each tenant, since storage and picking requirements differ greatly between users.

Regional Location



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Local Vicinity



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Aerial View



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Storage of refrigerated goods is evaluated to occur within 220,500 SF of the warehouse. The facility would have 114 loading docks that would be located on the east and west sides of the building. A summary of the Project is provided in Table 3-1.

Table 3-1: Project Summary

Feature	Proposed Project
Building Footprint Area	747,000 square feet
First Floor Office Area	20,000 square feet
Second Floor Office Mezzanine Area	20,000 square feet
Warehouse Area	726,826 square feet
Mezzanine Pick/Warehouse Area	115,000 square feet
Total Building Square Footage	881,826 square feet
Refrigerated Area	220,500 square feet
Loading Docks	114
<u>Parking</u>	
Auto Parking	421 stalls
Trailer Parking	308 stalls

Landscaping and Fencing

To screen the loading docks and truck trailer parking areas, 14-foot-high concrete walls would be located along the western and eastern boundaries of the Project site. The Project would also install ornamental landscaping, including trees, shrubs, and groundcover along the Project site frontages of Hemlock Avenue and Beech Avenue.

Access and Circulation

Truck access to the proposed Project would be provided by a 50-foot-wide driveway along Hemlock Avenue and a 50-foot-wide driveway along Beech Avenue within the northern portion of the site. Two 40-foot-wide driveways within the southern portion of the site would provide automobile access from Hemlock Avenue and Beech Avenue. The Project would include tube steel sliding automatic gates on both sides of the building and security guard shacks to secure the truck yard.

As listed on Table 3-1, the Project would include 308 truck/trailer parking spaces on the east and west sides of the building, and 421 vehicle parking spaces on the south side of the building that would include electric vehicle, vanpool, and accessible spaces, as shown in Figure 3-4, *Conceptual Site Plan*.

Infrastructure Improvements

Street Improvements

Street improvements would include sidewalk, curb, and gutter improvements along Hemlock Avenue and Beech Avenue.

Water and Sewer

The proposed Project would install onsite water lines that would connect to the existing 10-inch water line within Hemlock Avenue and the existing 12-inch line within Beech Avenue. The proposed Project would also install onsite sewer lines that would connect to the existing 10-inch line within Hemlock Avenue and the existing 12-inch line within Beech Avenue.

Stormwater Drainage

The proposed Project would also install onsite storm drain, filtration, and detention facilities that would consist of catch basins and two underground infiltration basins. Overflows that are not infiltrated would be conveyed to the existing 39-inch storm drain in Hemlock Avenue and the 42-inch storm drain in Beech Avenue.

Other Infrastructure

The proposed Project would connect to existing dry utility infrastructure in the right of way of Hemlock Avenue and Beech Avenue, including telephone, electrical, and cable. Dry utilities would be installed underground.

Operations

The proposed warehouse building is anticipated to operate up to 7 days a week. The warehousing uses could include multiple shifts with operational activities 24 hours per day. Operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, and the loading and unloading of trucks at designated loading docks. Operation of the Project would occur pursuant to the requirements of the Fontana Municipal Code Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards, which includes, but is not limited to:

- Orientation of loading docks and truck entries away from sensitive receptors;
- Prohibiting idling for more than three minutes;
- Implementation of a Truck Routing Plan that utilizes designated truck routes and avoids routes that pass sensitive receptors, to the greatest extent possible;
- Requiring onsite motorized operational equipment to be zero emission;
- Requiring buildings with more than 400,000 SF of building area to install rooftop solar panels that supply 100 percent of the power need for non-refrigerated building space; and
- Requiring the installation of electric plug-ins at all loading dock positions that would be utilized by trucks fitted with transport refrigeration units (TRUs).

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

Construction

Project construction of the proposed industrial development Project would take approximately 15 months and includes demolition the existing onsite buildings, other improvements, and infrastructure, site preparation, grading, building construction, paving, and then architectural coatings. Construction activities would occur pursuant to the requirements of the Fontana Municipal Code Section 18-63(b)(7), which states that construction or repairing of buildings or structures is limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays except in the case of urgent necessity.

Onsite soils would be excavated to depths of 3 to 4 feet below the existing ground surface and proposed building pad subgrade, recompact as engineered fill to support the proposed building structure. The compaction of fill would be in compliance with the California Building Code (CBC) regulations. The Project includes approximately 58,700 cubic yards (cy) of cut and 63,000 cubic yards of fill. With shrinkage from compaction, a total of 6,000 cy of import would be required. Table 3-2 provides the anticipated construction schedule.

Table 3-2: Proposed Project Construction Schedule

Construction Activity	Work Days
Demolition	60
Site Preparation	15
Grading	30
Building Construction	222
Paving	20
Architectural Coating	20

3.5 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft Subsequent EIR, reference is made to existing regulations applied to all development on the basis of federal, state, or local law, and Existing Plans, Programs, or Policies (PPPs) currently in place which effectively reduce environmental impacts. Where applicable, regulations are described, and PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, mitigation is introduced. The City will include these PPPs along with mitigation measures in the MMRP for the proposed Project to ensure their implementation.

3.6 DISCRETIONARY APPROVALS AND PERMITS

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the proposed Project and has principal authority and jurisdiction for CEQA actions and Project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary actions to be considered by the City as part of the proposed Project include:

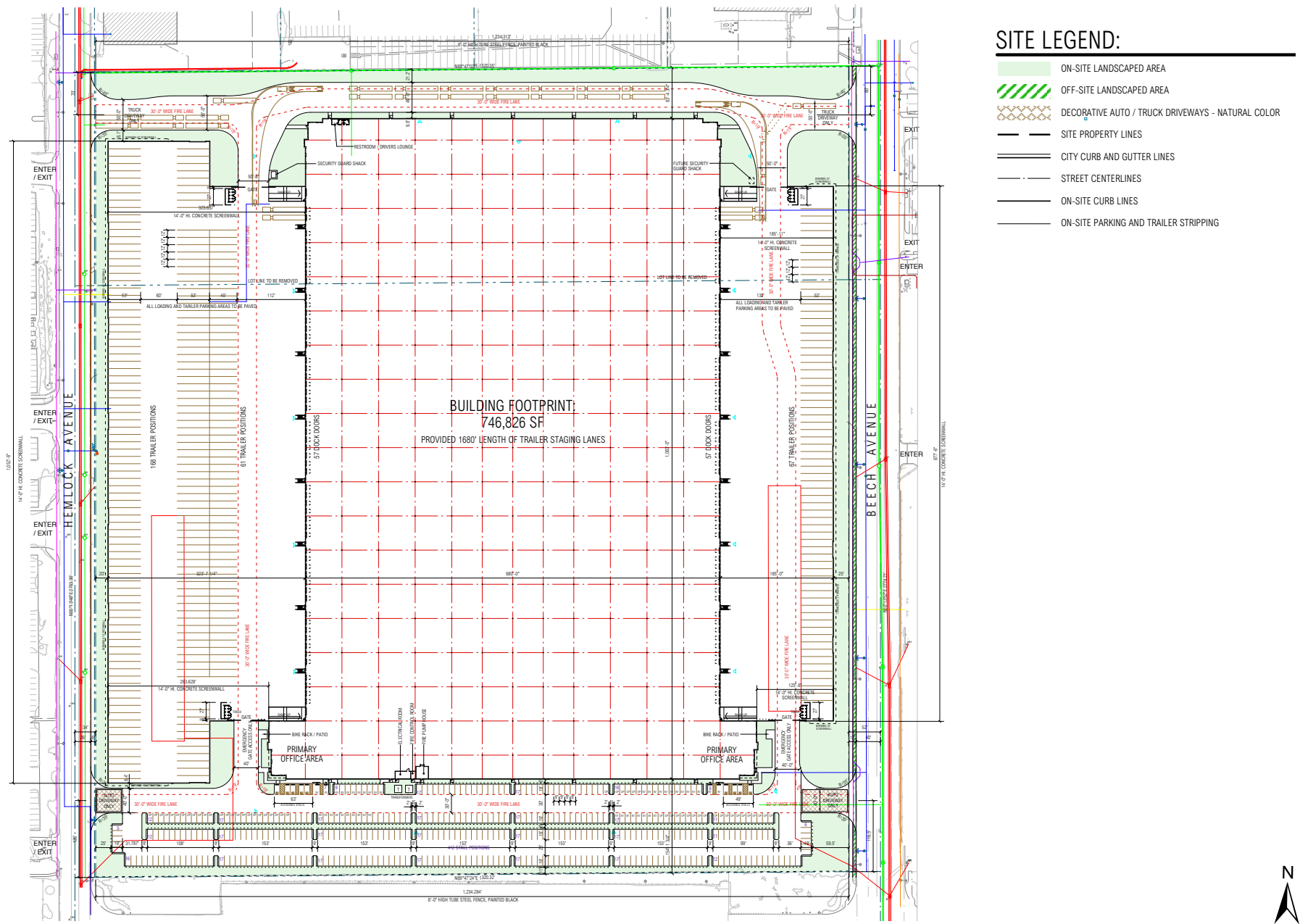
- Design Review
- Tentative Parcel Map to merge the parcels and right-of-way dedication for Hemlock Avenue and Beech Avenue

In addition, the proposed industrial development will require ministerial approvals by other agencies that include, but are not limited to, the following:

- Regional Water Quality Control Board and City for approval of a Stormwater Pollution Prevention Plan and a Water Quality Management Plan
- South Coast Air Quality Management District construction permits

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Proposed Conceptual Site Plan

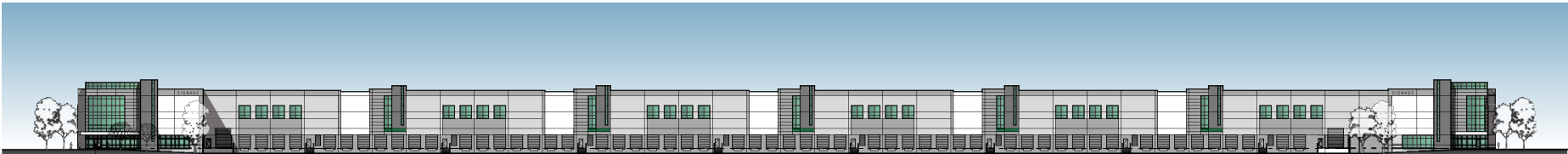


Hemlock Industrial Development Project
City of Fontana

Figure 3-4

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Proposed Project Conceptual Elevations



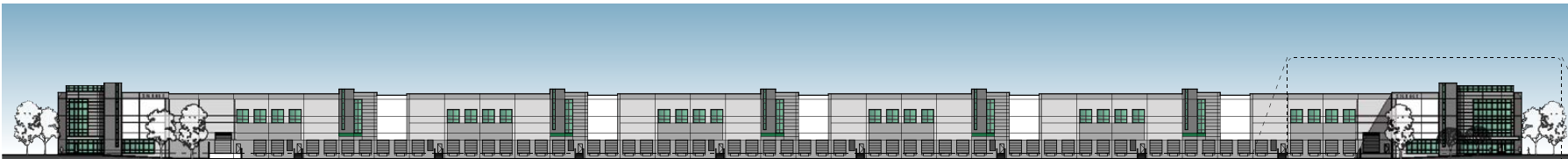
EAST ELEVATION



NORTH ELEVATION

FINISH SCHEDULE

- 1. FIELD COLOR - PLD-9 PURE WHITE - SHERWIN WILLIAMS SW 7005
- 2. ACCENT COLOR - PLD-7 LIQUORICE TINT - SHERWIN WILLIAMS SW 7016
- 3. ACCENT COLOR - PLD-10 FIRST STAR - SHERWIN WILLIAMS SW 7646
- 4. ACCENT COLOR - PLD-6 SABLE - SHERWIN WILLIAMS SW 7015
- 5. PROLOGIS ACCENT COLOR - PLD-5 - NEW DARK GREEN - SHERWIN WILLIAMS SW 6762
- 6. VISION GLAZING - PILKINGTON EVERGREEN U-FACTOR 0.47, SHGC 0.40, VLT 59% 1" INSULATED GLASS UNIT W 1/2" AIRSPACE AND (2) 1/4" LITES. SEE KEYNOTES FOR LOCATIONS OF INSULATED UNITS.



WEST ELEVATION



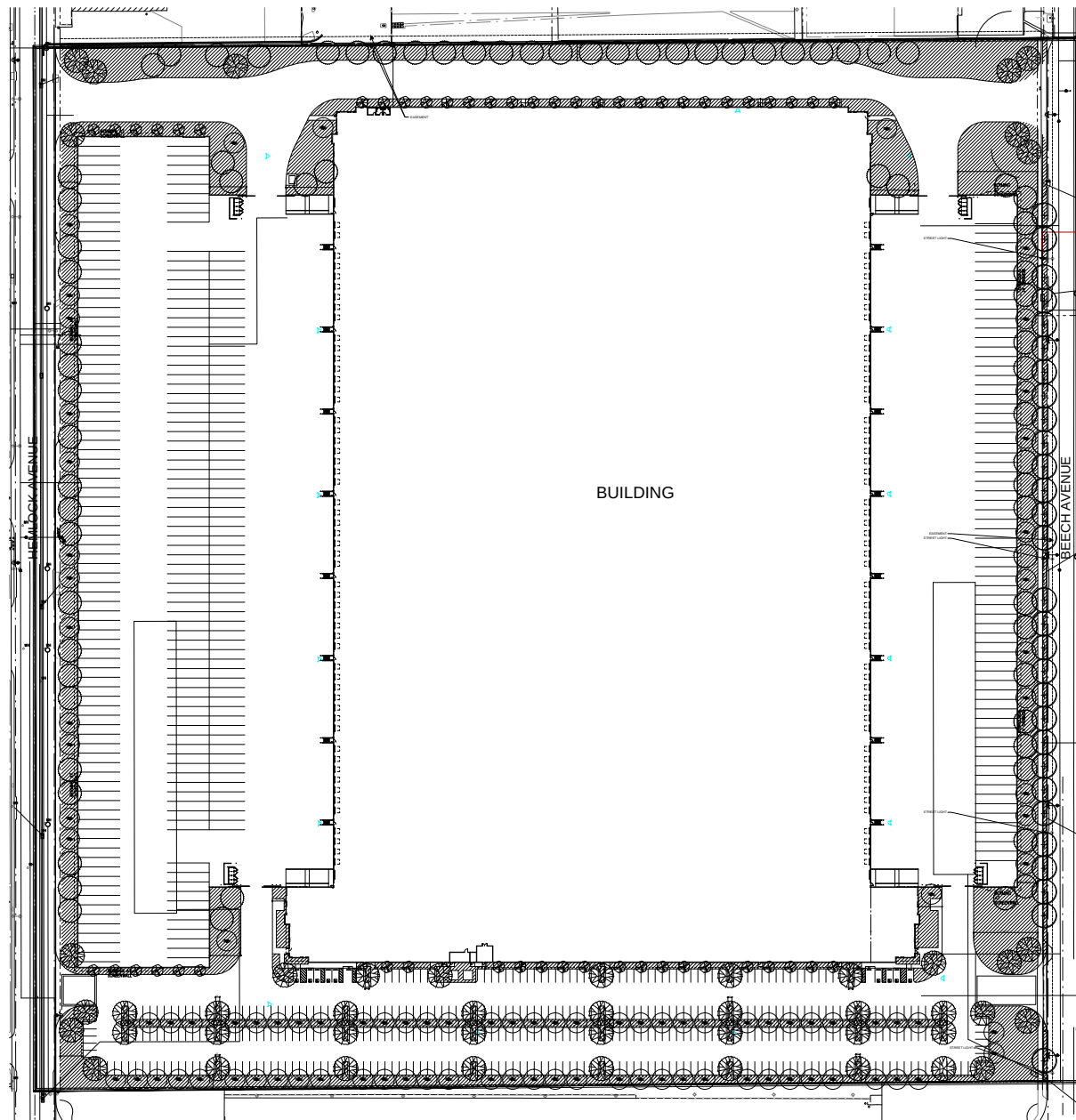
SOUTH ELEVATION

KEYNOTES

- 1. PRIMARY ENTRANCE.
- 2. PAINTED 12' WIDE X 15' HIGH LEVEL VERTICAL LIFT TRUCK DOOR.
- 3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
- 4. 3' X 7' PAINTED METAL MAN DOOR.
- 5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
- 6. REFLECTIVE GLASS IN STOREFRONT FRAME SYSTEM.
- 7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
- 8. PROPOSED FUTURE TENANT SIGNAGE LOCATION (FOUR LOCATIONS).
- 9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT YARD ENTRANCES. SEE SITE PLAN.
- 10. TYP. PAINTED CONCRETE SCREENWALL ELEVATION W/ ACCENT REVEALS AND PAINTED ACCENTS TO MATCH BUILDING ARCHITECTURE.
- 11. METAL CLAD CANOPY STRUCTURE.

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Conceptual Landscape Plan



PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Brachychiton populneus</i> Bottle Tree	15 Gal	52	M	Standard
	<i>Cercidium praecox</i> Sonoran Palo Verde	24" Box 15 Gal	53 41	L	Multi
	<i>Pinus pinea</i> Stone Pine	24" Box 15 Gal	33 41	L	Standard
	<i>Quercus chrysolepis</i> Canyon Live Oak	36" Box 24" Box	27 20	M	Standard
	<i>Chorisia speciosa</i> Floss Silk Tree	24" Box	64	L	Street Tree

50% - 15 Gal Provided = 134
 40% - 24" Box Provided = 106
 10% - 36" Box Provided = 27
 Total Amount of Trees = 267

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	<i>Alyogyne huegeli</i> Blue Hibiscus	5 Gal	0	M	3' OC 2' from hardscape
	<i>Baccharis p. 'Centenial'</i> Coyote Bush	1 Gal	0	L	4' OC 2.5' from hardscape
	<i>Carissa grandiflora</i> Natal Plum	5 Gal	0	L	4' OC 2.5' from hardscape
	<i>Elaeagnus pungens</i> Silverberry	1 Gal	0	M	3' OC 2' from hardscape
	<i>Heteromeles arbutifolia</i> Toyon	5 Gal	0	M	5' OC 3' from hardscape
	<i>Rhaphiolepis l. 'Clara'</i> Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	<i>Rhaphiolepis l. 'Springtime'</i> Indian Hawthorn	5 Gal	0	M	3' OC 2' from hardscape
	<i>Rhamnus californica</i> Coffeeberry	1 Gal	0	L	4' OC 2.5' from hardscape
	<i>Pennisetum setaceum 'Cupreum'</i> Purple Fountain Grass	1 Gal	0	L	3' OC 2' from hardscape

ACCENTS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Agave 'Blue Glow'</i> Blue Glow Agave	1 Gal	0	L	
	<i>Agave desmeniana</i> Smooth Agave	1 Gal	0	L	
	<i>Agave victoria-reginae</i> Agave	5 Gal	0	L	
	<i>Aloe striata</i> Coral Aloe	1 Gal	0	L	
	<i>Echeveria 'Afterglow'</i> Afterglow Echeveria	5 Gal	0	L	
	<i>Hesperaloe parviflora</i> Red Yucca	5 Gal	0	L	

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Dianthus barbatus</i> Rosa Ice Plant	1 Gal	6" O.C.	L	
	<i>Lantana montevidensis</i> Trailing Lantana	1 Gal	36" O.C.	L	
	<i>Verbena peruviana</i> Peruvian Verbena	1 Gal	24" O.C.	M	



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4.0 Environmental Setting

The purpose of this section is to provide a “description of the physical environmental conditions in the vicinity of the Project, as they exist at the time the Notice of Preparation (NOP) is published, from both a local and a regional perspective” pursuant to CEQA Guidelines Section 15125(a). In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft Subsequent EIR.

4.1 PROJECT LOCATION

The 40.01-acre Project site is located at 11115 Hemlock Avenue in the southern portion of the City of Fontana within San Bernardino County, as depicted in Figure 3-1, *Regional Location*. The Project site is located south of Santa Ana Avenue, north of Jurupa Avenue, east of Hemlock Avenue, and west of Beech Avenue, as shown on Figure 3-2, *Local Vicinity*, and Figure 3-3, *Aerial View*.

Regional access to the Project site is provided by Interstate 10 (I-10) to the north from either the Cherry Avenue or Citrus Avenue exits; from State Route 60 (SR-60) to the south from the Country Village Road exit; and from Interstate 15 (I-15) to the west from the East Jurupa Street exit. Each of these routes connect to Santa Ana Avenue and Jurupa Avenue, which provide local access to the site as shown in Figure 2, *Project Vicinity*.

The site is identified by Assessor’s Parcel Numbers (APN 0237-131-25, 0237-131-26 and 0237-131-27). The site is located within Section 26, Township 1 South, Range 6 West of the United States Geological Survey (USGS) 7.5-minute Fontana, California Quadrangle.

4.2 PROJECT SITE DESCRIPTION

The Project site is located within an urban, developed, industrial area of the City to the south of I-10. Due to the location of the SWIP area near the I-10, I-60, and I-15, the area is a major regional trucking area and goods transportation hub.

The Project site is currently developed with light industrial uses and occupied by Modular Space Corporation (ModSpace), which uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 SF. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas.

The Project site ground surface is either paved with asphalt or gravel covered with limited areas of ornamental landscaping. Site grades dip downwards toward the southwest at an estimated gradient of approximately 1 to 2± percent. The Project site’s existing conditions are shown in Figure 3-3, *Aerial View*.

The Project site is located within the SWIP Specific Plan area and is designated by the SWIP as part of the Slover Central Manufacturing/Industrial District (SCD), as shown in Figure 4-1. The SCD is intended to provide opportunities for light and heavy manufacturing activities that are supported by trucking routes and the existing rail spur. SCD allows for the development of manufacturing, fabrication, assembly, processing, trucking, warehousing and distribution, equipment, automobile and truck sales and services.

Surrounding Area Description

The Project site is completely surrounded by roadways or industrial land uses. Hemlock Avenue followed by industrial uses are located to the west of the site and Beech Avenue followed by industrial uses are located to the east of the site. The north and south boundaries of the site are adjacent to existing industrial/trucking/warehouse related uses. The site and surrounding land uses are described in Table 4-1 along with the General Plan Land Use and zoning designations. The existing conditions adjacent to the Project site are shown in Figure 3-3, *Aerial View*.

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

	Existing Land Use	City General Plan Designation	City Zoning Designation
North	Industrial uses, including warehousing, logistics facility, paint manufacturing, a plastics manufacturing, diesel repair; and trucking	General Industrial (I-G)	Southwest Industrial Park Slover Central Manufacturing / Industrial District (SCD)
West	Industrial uses, including warehousing/distribution, steel storage, plastic pipe manufacturing, vehicle storage yard to the west across Hemlock Avenue	General Industrial (I-G)	Southwest Industrial Park Slover Central Manufacturing / Industrial District (SCD)
South	Light industrial warehousing / distribution cross-dock facility	Light Industrial (I-L)	Southwest Industrial Park Jurupa North Research and Development District (JND)
East	Industrial uses, including steel distribution, construction rental equipment, trucking and truck storage, contractors' yard and logistics uses to the east across Beech Avenue	General Industrial (I-G)	Southwest Industrial Park Slover East Industrial District (SED)

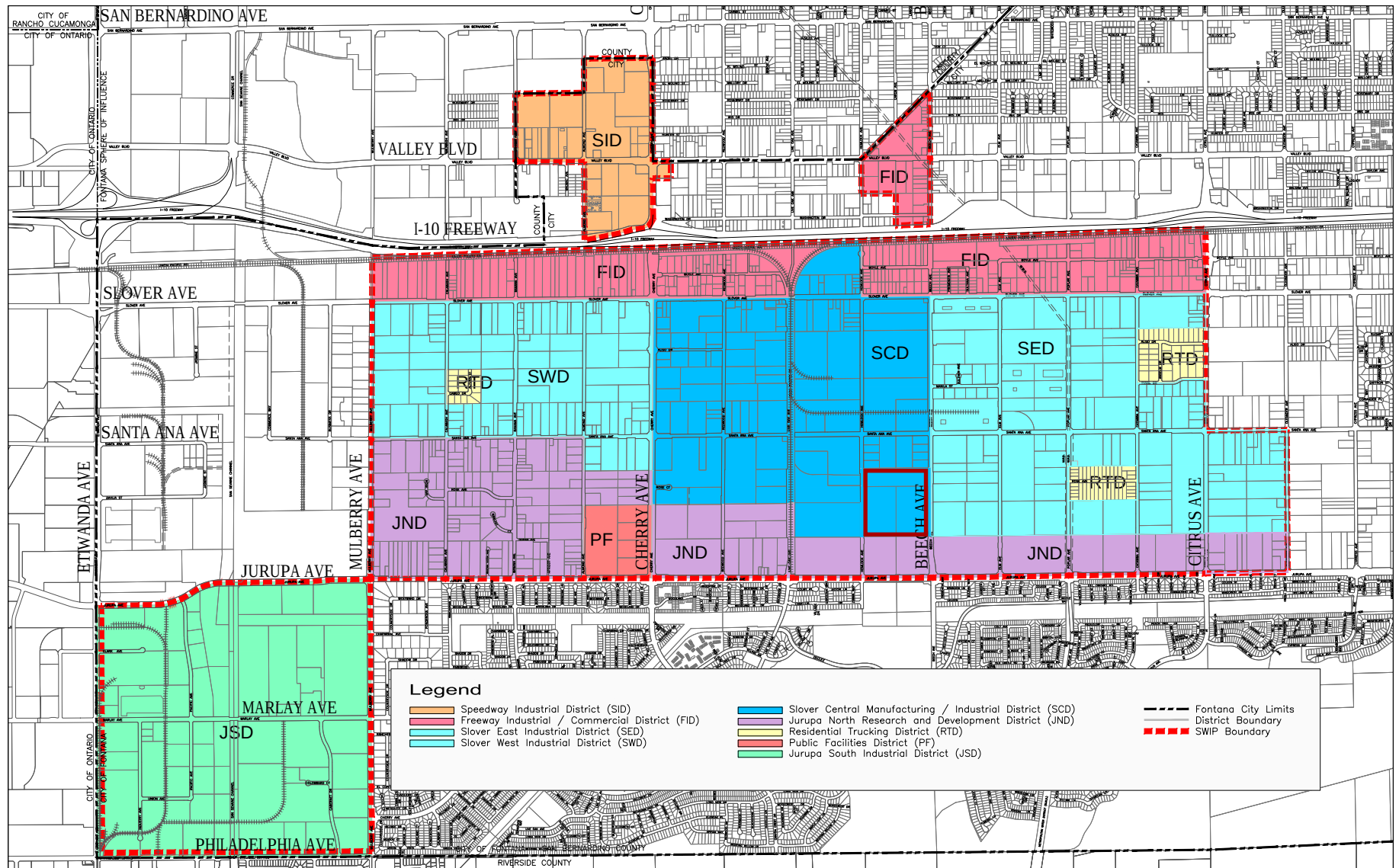
4.3 AIR QUALITY

Climate and Meteorology

The City of Fontana is located within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

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

SWIP Specific Plan Land Use Plan



Project Site



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Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Specific Plan area is located within SRA 34, Central San Bernardino 1 area. The Central San Bernardino 1 monitoring station is located approximately 3.68 miles northwest of the Project site and reports air quality statistics for O₃, CO, NO₂, PM_{2.5}, and PM₁₀. The most recent 3 years of data is shown on Table 5.1-2, Section 5.1, *Air Quality*, and identifies that in 2021, the federal and state ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone and PM₁₀ at most monitoring locations. No areas of the SCAB exceeded federal or state standards for NO₂, SO₂, CO, sulfates, or lead.

Existing air quality emissions from the Project site and adjacent areas are generated from stationary sources for use of building equipment and utilities; however, the majority of air quality emissions are generated from existing vehicular and truck trips from the site and adjacent land uses.

The existing emissions from the current onsite uses were identified utilizing CalEEMod model defaults and trip characteristics available from the Traffic Analysis that was prepared for the Project (included as Appendix F) and are provided in Table 4-2.

Table 4-2: Emissions from Existing Development on the Project Site

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	0.25	0.77	3.00	0.01	0.31	0.07
Area Source	0.61	< 0.005	0.50	< 0.005	< 0.005	< 0.005
Energy Source	0.01	0.13	0.11	< 0.005	0.01	0.01
Total Maximum Daily Emissions	0.87	0.90	3.61	0.01	0.32	0.08
Winter						
Mobile Source	0.23	0.81	2.53	0.01	0.31	0.07
Area Source	0.53	0.00	0.00	0.00	0.00	0.00
Energy Source	0.01	0.13	0.11	< 0.005	0.01	0.01
Total Maximum Daily Emissions	0.77	0.94	2.64	0.01	0.32	0.08

Source: AQ, 2023 (Appendix B).

Sensitive Land Uses

Existing sensitive air quality receptors in the vicinity of the Project site include residences that are located between 918 feet southwest and 943 feet southeast of the Project southern boundary, south of Jurupa Avenue, as shown in Figure 5.1-1, in Section 5.1, *Air Quality*. Other existing sensitive receptors are farther away from the Project site.

4.4 GREENHOUSE GAS EMISSIONS

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

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

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Project Site Conditions

Existing GHG emission from the Project site and adjacent areas is generated from stationary sources for use of building equipment and utilities; however, the majority of emissions are generated from existing vehicular and truck trips. As shown on Table 4-3, it is estimated that the existing uses on the Project site generate 174.78 CO₂e MT/yr.

Table 4-3: GHG Emissions from the Existing Uses on the Project Site

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Mobile	116.00	0.01	0.01	0.26
Area	0.24	< 0.005	< 0.005	0
Energy	43.90	< 0.005	< 0.005	0
Water	3.74	0.09	< 0.005	0
Waste	1.28	0.13	0	0
Refrigerants	0	0	0	0.50
Total Existing CO₂e (All Sources)	174.78			

Source: GHG, 2023 (Appendix D).

4.5 NOISE

Existing Sensitive Receptors

Noise sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include residences, schools, hospitals, and recreation areas. The closest sensitive receptors are residences; the closest are located between 918 feet southwest and 943 feet southeast of the Project southern boundary, south of Jurupa Avenue. Other existing noise sensitive receptors are farther away from the Project site.

Existing Noise Levels

To assess the existing noise levels, 24-hour noise level measurements were taken at 3 locations near sensitive receivers in the vicinity of the Project site. The field survey noted that noise within the area is generally characterized by vehicle traffic on area roadways. A description of these locations and the existing noise levels are provided in Table 4-4. As shown, ambient noise levels range from 61.6 to 69.8 CNEL.

Table 4-4: Existing Ambient Noise Measurement Results

Location	Description	Energy Average Noise Level (dBA L_{eq})	
		Daytime	Nighttime
L1	Located southwest of the Project site near the residence at 15002 Astor Lane.	66.0	69.8
L2	Located southwest of the Project site near the residence at 15064 Astor Lane.	65.1	67.6
L3	Located southeast of the Project site near the residence at 11328 Fremontia Way.	61.6	64.0

Source; Noise Study (Appendix E)

"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Existing Vibration

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

4.6 TRANSPORTATION

Existing Roadway Network

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

- **Interstate 10.** The Interstate (I) 10 provides regional access to the Project site and is located approximately 0.9 mile north of the Project site and accessible via the Citrus Avenue interchange. In this location, the freeway consists of four lanes in both directions. From Citrus Avenue, the I-10 connects to I-15 approximately 5 miles to the west and State Route (SR) 215 approximately 14 miles east.
- **Interstate 15.** The Interstate (I) 15 provides regional access to the Project site and is located approximately 5 miles west of the Project site and accessible via the Jurupa Avenue interchange. In this location, the freeway consists of four lanes in both directions.
- **Citrus Avenue.** Access to and from the Project site from I-10 is provided by Citrus Avenue, which is a north-south roadway that is east of the Project site and is identified as a primary highway by the City's General Plan. Citrus Avenue has four lanes of travel and Class II bike lane north of Santa Ana Avenue in both directions. A Class II bike lane is provided by a stripe on the pavement. Citrus Avenue has sidewalks on both sides of the street near the intersection of Santa Ana Avenue.
- **Cherry Avenue.** Access to and from the Project site from I-10 is provided by Cherry Avenue, which is a north-south roadway that is west of the Project site and is identified as a major highway by the City's General Plan. Cherry Avenue has six lanes of travel and Class II bike lanes on both directions. Portions of Cherry Avenue, near I-10, have sidewalks.

- **Hemlock Avenue.** Hemlock Avenue is a north-south roadway that is adjacent to the west of the Project site and would provide driveway access to the Project at two locations. Hemlock Avenue is identified as a collector street by the City's General Plan. Hemlock Avenue has two lanes of travel and a sidewalk across the street from the Project site.
- **Beech Avenue.** Beech Avenue is a north-south roadway that is adjacent to the east of the Project site and would provide driveway access to the Project at two locations. Beech Avenue is identified as a primary highway by the City's General Plan. Beech Avenue has four lanes of travel and a sidewalk across the street from the Project site. Additionally, the General Plan includes planned Class II bike facilities (striped, on-street bike lanes) for Beech Avenue.
- **Slover Avenue.** Slover Avenue is an east-west roadway that is north of the Project site. Slover Avenue is identified as a primary highway by the City's General Plan. Slover Avenue has four lanes of travel and sidewalks on both sides of the street. Slover Avenue connects to both Cherry Avenue and Citrus Avenue, which provides access to the I-10.
- **Santa Ana Avenue.** Santa Ana Avenue is a four-lane east-west roadway, mostly lined with landscaped sidewalks, that is to the north of the Project site. Santa Ana Avenue connects to Citrus Avenue, which provides access to the I-10. The roadway is identified as a secondary highway by the City's General Plan. Additionally, the General Plan includes planned Class II bike facilities (striped, on-street bike lanes) for Santa Ana Avenue.
- **Redwood Avenue.** Redwood Avenue is a north-south roadway that is west of the Project site. Redwood Avenue is identified as a collector street by the City's General Plan. Redwood Avenue has two lanes of travel.
- **Live Oak Avenue.** Live Oak Avenue is a north-south roadway to the west of Project site, designated as a collector street in the General Plan. Live Oak Avenue is a two-lane roadway.
- **Elm Avenue.** Elm Avenue is a north-south roadway to the west of Project site, designated as a collector street in the General Plan. Elm Avenue is a two-lane roadway with sidewalks near the intersection of Santa Ana Avenue.
- **Catawba Avenue.** Catawba Avenue is a two-lane north-south roadway, designated as a collector street in the General Plan. The roadway is east side of the Project site. Catawba Avenue has two lanes of travel with sidewalks near the intersection of Santa Ana Avenue.
- **Jurupa Avenue.** Jurupa Avenue is an east-west six-lane divided roadway with a landscaped median that is located to the south of the Project site. Jurupa Avenue is identified as a Modified Major Highway by the City's General Plan and connects to I-15 that is approximately 5 miles west of the site. Jurupa Avenue is identified as a primary highway in the City's General Plan.

Existing Truck Routes

The General Plan Update Appendix B page 81, *Trucking Network*, shows that Santa Ana Avenue and Slover Avenue to the north, Cherry Avenue to the east, Beech Avenue and Citrus Avenue to the east, and Jurupa Avenue to the south are the General Plan designated truck routes in the vicinity of the Project site.

Existing Traffic Volumes and Intersection Operations

To identify existing traffic from the current use, traffic counts were collected on October 18th and October 19th, 2022 (Tuesday and Wednesday), which determined that the site currently generates an average of

62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips. This equates to 78 PCE trips per day, with 13 PCE AM peak hour trips and 6 PCE PM peak hour trips.

Existing Transit Service

OmniTrans provides bus service in the City. Route 82 along Jurupa Avenue is the closest bus route to the Project site. Route 82 runs along Milliken Avenue, Jurupa Avenue, and Citrus Avenue; with stops at Victoria Gardens, Kaiser High School, and Summit High School. The closest bus stops to the Project site are located 0.25 mile south at the intersections of Jurupa Avenue and both Hemlock Avenue and Beech Avenue.

Existing Bicycle and Pedestrian Facilities

Citrus Avenue has Class II bicycle lanes north of Santa Ana Avenue in both directions. Sidewalks currently exist on Beech Avenue across the street from the Project site, which connects to sidewalks along Santa Ana Avenue. From Santa Ana Avenue, sidewalks that connect to various north-south roadways include: Elm Avenue, Polar Avenue, Catawba Avenue, and Citrus Avenue. Sidewalks also line most of both sides of Jurupa Avenue, which is an east-west roadway to the south of the Project site.

Existing Vehicle Miles Traveled

The San Bernardino County Transportation Authority (SBCTA) Transportation Analysis Model (SBTAM) identifies a baseline VMT, which calculates the number of daily vehicles miles traveled by each employee. The SBTAM identifies that the existing VMT for San Bernardino County is 17.1 VMT per employee.

4.7 TRIBAL CULTURAL RESOURCES

Native American Tribes

The Project is within the traditional use territories of the Gabrielino and Serrano people. The territory of the Gabrielino at the time of Spanish contact in the late 1700s covered much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. Gabrielino houses were domed, circular structures made of thatched vegetation.

Aboriginally, the Serrano occupied an area east of present-day Los Angeles in the San Bernardino Mountains east of Cajon Pass and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures.

Previously Identified Resources

The Cultural Resources Study that was completed for the Project conducted a records search, which identified 24 previously recorded resources within one mile of the Project site, none of which are within the Project site boundaries. No tribal cultural resources were identified; the most common resource types are associated with the built environment, such as historic foundations, infrastructure, scatter, and trash deposits.

Previous Site Uses

The Cultural Resources Study describes that 1938 historic aerials show that the southern portion of the Project was agricultural land while the northern portion of the site was part of the Fontana Farms hog ranch and contained various pens and livestock holding areas. Between the early 1920s and the late 1950s, the hogs were fed garbage shipped in by rail from Los Angeles, which was dumped directly into the pens. The hog

ranch closed in the late 1950s and by 1959 much of the Project site was cleared and portions of the site were graded. By 1994, the northwestern corner of the site was developed with a commercial/industrial storage yard and the remainder of the site was developed with the existing modular building storage uses by the early 2000s.

REFERENCES

Brian F. Smith and Associates, Inc. A Cultural Resources Study for the Hemlock Avenue Project. Appendix to Initial Study provided in Appendix A.

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

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<https://www.fontana.org/DocumentCenter/View/29524/Draft-Environmental-Impact-Report-for-the-General-Plan-Update>

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<https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

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Federal Transit Administration Transit Noise and Vibration Impact Assessment, May 2006 (FTA, 2006). Accessed: https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

Urban Crossroads. "11115 Hemlock Avenue Air Quality Impact Analysis" 2023, Appendix B.

Urban Crossroads. "11115 Hemlock Avenue Noise and Vibration Analysis" 2023, Appendix E.

Urban Crossroads. "11115 Hemlock Avenue Traffic Analysis" 2023, Appendix F.

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5.0 Environmental Impact Analysis

This section focuses on evaluating the significant environmental effects of the proposed Project, which is described in Chapter 3, *Project Description*. This Chapter describes the existing physical environmental setting (also referred to as “baseline”) for each environmental topic, and the impacts that would result from implementation of proposed Project. Existing federal, state, and local regulations would shape how the proposed Project is implemented, and these regulations provide requirements for avoiding and reducing environmental impacts. For these reasons, a discussion of relevant plans, programs, and policies pertinent to each environmental issue addressed in each environmental topic section is provided. Additionally, as necessary, feasible mitigation measures are identified to reduce the significant impacts of the proposed Project.

As described in Section 2.1, *SWIP Specific Plan History and Environmental Background*, the SWIP Specific Plan Update and Annexation (SWIP SP), State Clearinghouse (SCH) No. 2009091089 was adopted by the City of Fontana in 2012. The SWIP SP FEIR included standard regulations and mitigation measures that apply to development projects within the SWIP Specific Plan area. The mitigation measures adopted as part of the SWIP SP FEIR are related to: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, Public Services, Utilities and Service Systems. Those that are related to the proposed Project are included in the discussion of each environmental topic area, in Table 1-1, *Summary of Impacts, Regulatory Requirements/Project Design Features, Mitigation Measures, and Level of Significance*, and will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Final Subsequent EIR.

Environmental Topics

The following sections in this chapter have been identified through preparation of the Initial Study and circulation of the Notice of Preparation (NOP), which determined that the proposed Project could potentially result in a new significant environmental effect related to the environmental topics listed below:

- | | |
|------------------------------|--|
| 5.1 Air Quality | 5.4 Transportation |
| 5.2 Greenhouse Gas Emissions | 5.5 Tribal Cultural Resources |
| 5.3 Noise | 5.6 Mandatory Findings of Significance |

This Draft Subsequent EIR evaluates the direct and indirect impacts resulting from construction and ongoing operations of the proposed Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant. The SWIP SP FEIR and the NOP/Initial Study (Appendix A) that was prepared for the proposed Project was used to help determine the scope of the environmental issues to be addressed in this Draft Subsequent EIR. Consistent with CEQA Guidelines Section 15128, issues that have the potential to result in a new potentially significant impact are addressed in this Draft Subsequent EIR. Issues identified as Less Than Significant or No Impact in the NOP/Initial Study are not addressed beyond the discussion contained in the Initial Study (included as Appendix A).

Format of Environmental Topic Sections

Each environmental topic section generally includes the following main subsections:

- *Regulatory Setting*, describes applicable federal, state, and local plans, policies, and regulations that the proposed Project must address, and will shape its implementation.

- *Environmental Setting*, describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- *Thresholds of Significance*, sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.”
- *Methodology*, provides a description of the methods used to analyze the impact and determine whether it would be significant or less than significant.
- *Environmental Impacts*, provides a summary of the findings from the SWIP SP FEIR and an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed.
 - The Draft Subsequent EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from proposed Project.
 - An identification of significance comparing identified impacts of the proposed Project to the significance threshold with implementation of any existing Plans Programs, or Policies, and PDFs, prior to implementation of any required mitigation, and after any mitigation required by the SWIP SP FEIR.
 - A discussion of potential cumulative impacts that could occur from implementation of the proposed Project and other cumulative projects.
 - A list of applicable regulations and Plans, Programs, or Policies.
 - For each impact determined to be potentially significant, feasible mitigation measure(s) to be implemented are provided, including applicable mitigation from the SWIP SP FEIR. Mitigation measures include enforceable actions to:
 - avoid a significant impact;
 - minimize the severity of a significant impact;
 - rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the project; and/or
 - compensating for the impact by replacing or providing substitute resources or environmental conditions.
 - Actions to be taken to ensure effective implementation of required mitigation measures.

Environmental Setting/Baseline

The environmental setting is normally existing conditions at the time the CEQA analysis begins (CEQA Guidelines Section 15125). In most cases, this forms the baseline that the impact analysis will use as its starting point. However, when the project is within the scope of a Program EIR (such as the SWIP SP FEIR), the effective baseline is the previously approved and analyzed project for which the Program EIR was certified (*Sierra Club v. City of Orange* [2008] 163 Cal.App.4th 523). “When a lead agency is considering whether to prepare a Subsequent EIR, it is specifically authorized to limit its consideration of the later project to effects not considered in connection with the earlier project.” (*Temecula Band of Luiseño Mission Indians v. Rancho Cal. Water Dist.* [1996] 43 Cal.App.4th 425, 437). Here, the previous project is the SWIP Specific Plan Update and Annexation; the EIR for which commenced in 2009 with the preparation of the Expanded NOP.

However, the current (2023) physical setting of the Project site and adjacent lands remain the same as those that existed in 2009, which the Project site and adjacent areas were developed with urban industrial related uses. The Project site has been developed with the current structures and modular unit storage yard since 2000. Also, areas surrounding the Project site include the same types of industrial, trucking, and freeway uses that were detailed in the SWIP SP FEIR.

CEQA Guidelines Section 15125 states that “An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced, from both a local and regional perspective. The 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 gain an understanding of the significant effects of the proposed project and its alternatives.”

CEQA Guidelines and case law recognize that the date for establishing an environmental baseline cannot be rigid (see CEQA Guidelines Sections 15146, 15151, and 15204). In some instances, information is presented in the environmental setting that differs from the precise time of the NOP/Initial Study. This information is considered representative of baseline conditions. Furthermore, environmental conditions may vary from year to year, and in some cases, it is necessary to consider conditions over a range of time periods. The intent of this Draft Subsequent EIR is to provide a conservative analysis that identifies the reasonable maximum potential impact. Thus, this Draft Subsequent EIR provides both baseline conditions from the SWIP SP FEIR (and thus 2009-2012) and current conditions, such as the 2019-2022 ambient air conditions provided in Section 5.1, *Air Quality*, the noise measurements identified in Section 5.3, *Noise*, and existing traffic conditions identified in Section 5.4, *Transportation*.

A NOP/Initial Study was prepared for the proposed Project, and was distributed on February 23, 2023 for a 30-day public review and comment period that ended on March 27, 2023. The baseline conditions relevant to the environmental issues being analyzed are described within Section 4.0, *Environmental Setting*, and within each subsection of this section. In some cases, (such as in Section 5.3, *Noise*), discussion of baseline conditions is also provided in the impacts analyses to provide context for the impact in the most reader-friendly format and organization.

Thresholds Of Significance/Significance Criteria

CEQA Guidelines Section 15382 defines 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.”

The “Thresholds of Significance” subsections provide the specific thresholds of significance by which impacts are judged to be significant or less than significant in this Draft Subsequent EIR. These include identifiable quantitative or qualitative standards or sets of criteria pursuant to which the significance of each given environmental effect can be determined. Exceedance of a threshold of significance normally means the effect will be determined to be “significant” (CEQA Guidelines Section 15064.7(a)). However, an iron-clad definition of a “significant” effect is not always possible because the significance of an activity may vary with the setting (CEQA Guidelines Section 15064(b)). Therefore, a lead agency has the discretion to determine whether to classify an impact described in an EIR as “significant,” depending on the nature of

the area affected. The thresholds of significance used to assess the significant of impacts are based on those provided in Appendix G of the CEQA Guidelines.

Impact Significance Classifications

The following classifications are used throughout the impact analysis in this Draft Subsequent EIR to describe the level of significance of environmental impacts:

- **Significant Impact:** A significant impact is defined by Section 15382 of the CEQA Guidelines 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 ... [but] may be considered in determining whether the physical change is significant.” As defined in this Draft Subsequent EIR, a significant impact exceeds the defined significance criteria and therefore requires mitigation.
- **No Impact:** No adverse effect on the environment would occur, and mitigation measures are not required.
- **Less than Significant Impact:** The impact does not reach or exceed the defined threshold (criterion) of significance. Therefore, no mitigation is required.
- **Less than Significant Impact with Mitigation Incorporated:** The impact reaches or exceeds the defined threshold (criterion) of significance with implementation of standard conditions of approval and applicable plans, programs, and policies, and mitigation is therefore required. Feasible mitigation measures, when implemented, will reduce the significant impact to a less-than-significant level.
- **Significant and Unavoidable Impact:** The impact reaches or exceeds the defined threshold (criterion) of significance with implementation of standard conditions of approval and applicable plans, programs, and policies, and mitigation is therefore required. However, application of all feasible mitigation measures would not reduce the impact to a less-than-significant level.

While CEQA requires that an EIR identify all feasible mitigation to avoid or reduce the significant impacts of a project, it also permits public agencies to approve a project even though it would result in one or more significant unavoidable environmental effects. For a Lead Agency to approve a project with one or more significant unavoidable impacts, it must first prepare a statement of overriding considerations, which identifies the specific economic, legal, social, technological, or other benefits of the project, including region-wide or statewide environmental benefits, that outweigh its significant unavoidable effects, and thereby warrant its approval (Public Resources Code Section 21083; CEQA Guidelines Section 15093). The statement of overriding considerations must be supported by substantial evidence in the record (CEQA Guidelines Section 15093(a)).

Cumulative Impacts

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

of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts. According to Section 15355 of the CEQA Guidelines,

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

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

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

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

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

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

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of noise, for which cumulative impacts are limited to the local distance where noise could travel to. Thus, in assessing noise impacts, only development within and adjacent to the Project area would contribute to a cumulative noise effect is analyzed, whereas cumulative air quality impacts are based upon exceedance of numeric thresholds that are designed to meet basin wide air quality attainment levels. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by the City and Figure 5-1 shows the locations.

Table 5-1: Cumulative Projects List

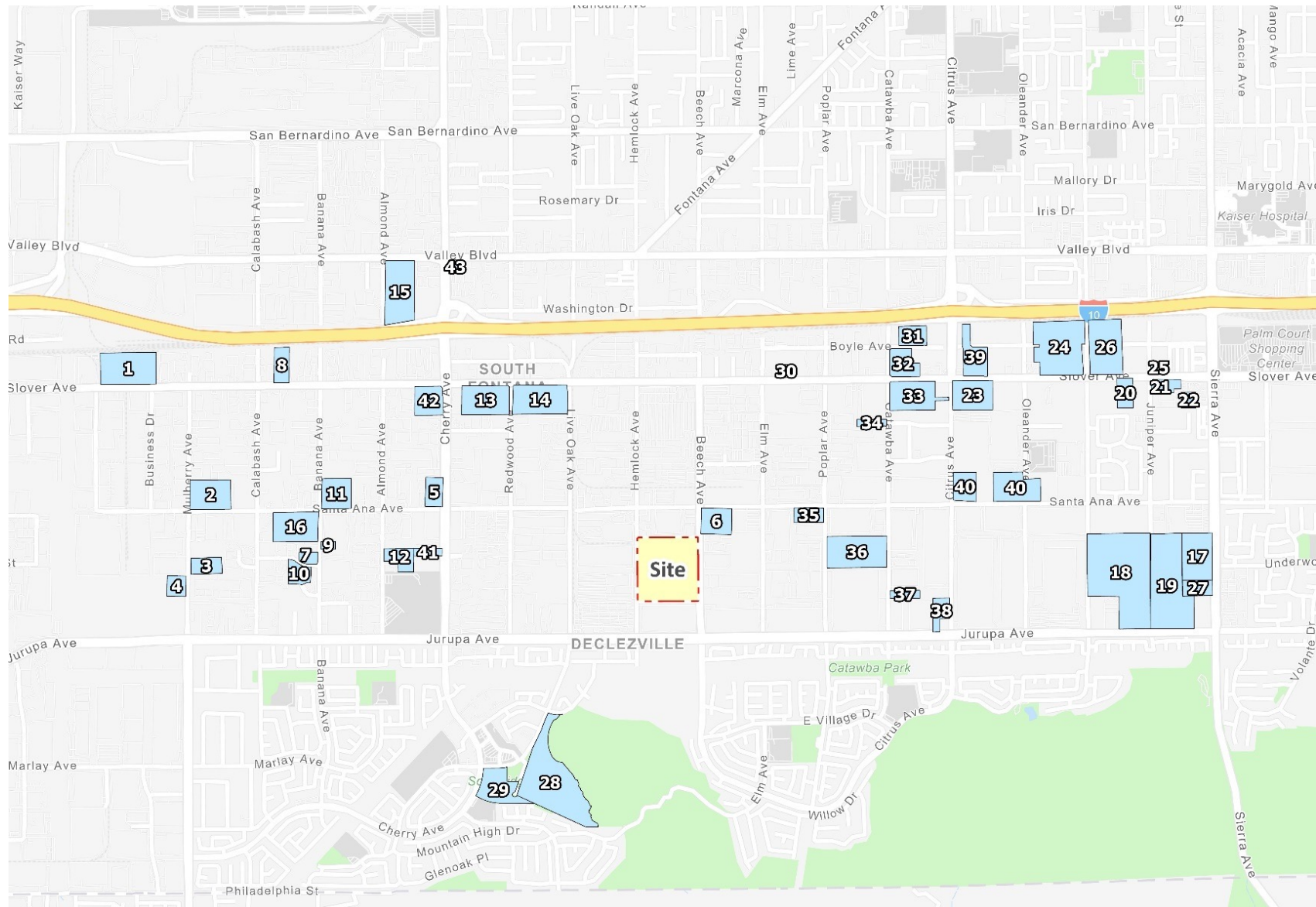
#	Project	Land Use	Quantity ¹
1	Fontana Corporate Center	Warehouse	355.370 TSF
2	Fontana Trailer Storage Yard	Truck Trailer Storage Yard	17.4 AC
3	MG Home International Warehouse	Warehouse	15.570 TSF
4	Calabash Industrial Building	Warehouse	64.692 TSF
5	Cherry Av. Warehouse	Warehouse	174.280 TSF
6	Beech & Santa Ana Warehouse	Warehouse	174.000 TSF
7	Banana & Rose	Warehouse	85.730 TSF
8	MCN No. 19-040	Warehouse	106.500 TSF
9	MCN No. 21-074	Warehouse	42.000 TSF
10	TPM No. 20236 (MCN No. 20-040)	Warehouse (2 Buildings)	158.223 TSF
11	MCN No. 19-094	Warehouse	192.000 TSF
12	MCN No. 19-057	Warehouse	146.800 TSF
13	Slover and Redwood Industrial	Truck Trailer Storage Yard	5.1 AC
14	14801 Slover Avenue Warehouse	Warehouse	308.211 TSF
15	MCN No. 21-049	Warehouse	210.400 TSF
16	Banana and Santa Ana Warehouse	Warehouse	299.041 TSF
17	Chaffey College - Fontana	Junior /Community College	854 STU
18	GLC Fontana III	Warehouse	362.416 TSF
		High-Cube Cold Storage Warehouse	90.604 TSF
19	Fontana Foothills	High-Cube Warehouse / Distribution Center	754.408 TSF
20	Slover Industrial Center	High-Cube Warehouse (Cold Storage)	20.421 TSF
		Warehousing	115.719 TSF
21	La Quinta Inn	Hotel	104 Room
22	Townplace Suites	Hotel	116 Room
23	Citrus / Slover Warehouse (SEC of Citrus Av. & Slover Av.)	Warehousing	194.212 TSF
24	Cypress and Slover Warehouse	High-Cube Warehouse (Cold Storage)	156.365 TSF
		High-Cube Fulfillment Center	469.095 TSF
25	Slover Avenue Office/Warehouse	Warehouse	41.000 TSF
26	Sierra Business Center	High-Cube Warehouse Fulfillment Center (Sort)	707.735 TSF
27	Affordable Housing Project	Affordable Homes	130 DU
28	The Heights at Southridge	Single Family Detached Residential	255 DU
29	Southridge Dog Park	Dog Park	0.53 AC
30	Elm Warehouse	Warehousing	88.619 TSF
31	Boyle Industrial	Warehousing	126.655 TSF
32	Clover Industrial	Warehousing	148.028 TSF
33	16025 Slover Ave Warehouse	High-Cube Fulfillment Center	400.000 TSF
34	Catawba & Aliso Industrial	Warehousing	14.955 TSF
35	James Hardie Development	Research and Development	200.600 TSF
36	Fontana Business Center	High-Cube Fulfillment Center	490.565 TSF
37	First Industrial Catawba Warehouse	Warehousing	18.467 TSF
38	Jurupa and Citrus Warehouse	Warehousing	77.558 TSF
39	CHI Fontana Citrus	Warehousing	174.888 TSF

#	Project	Land Use	Quantity ¹
40	Poplar South Distribution Center	Warehousing	490.565 TSF
41	Fontana Business Center 2	Warehousing	40.800 TSF
42	SWC Slover and Cherry	Warehousing	165.400 TSF
43	Cherry and Valley Retail Center	Coffee Shop with Drive-Thru	2.500 TSF
		Automobile Parts Store	7.381 TSF

¹ TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units; STU = Students

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Cumulative Projects



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5.1 Air Quality

5.1.1 INTRODUCTION

This section provides an overview of the existing air quality within the proposed Project area and surrounding region, a summary of applicable regulations, and analyses of potential short-term and long-term air quality impacts from implementation of the proposed Project. This analysis is based on the following:

- *City of Fontana General Plan Update 2015-2035, Adopted 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, 2018*
- *Southwest Industrial Park Specific Plan, 2012*
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation, 2012*
- *City of Fontana Municipal Code*
- *11115 Hemlock Avenue Air Quality Impact Analysis, Urban Crossroads, 2023, Appendix B.*
- *11115 Hemlock Avenue Mobile Health Risk Analysis, Urban Crossroads, 2023, Appendix C.*

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

United States Environmental Protection Agency

Criteria Air Pollutants

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

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

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

Hazardous Air Pollutants

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

Table 5.1-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when ROG and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO_x)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants,
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
					including NO _x , sulfur oxides, and organics.
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations).	Geothermal power plants, petroleum production and refining.
Sulfates (SO₄)	24 hours	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hours	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

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

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

5.1.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

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

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

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

Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter (DPM). More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

The average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to these regulatory requirements. Diesel emissions identified in this analysis therefore overstate future DPM emissions because not all these regulatory requirements are reflected in the modeling conducted to evaluate the proposed Project.

Toxic Air Contaminants

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

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

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

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with TAC sources. Although it is not a law or adopted policy, the Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. In addition, CARB has promulgated the following specific rules to limit TAC emissions:

- **CARB Rule 2485** (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- **CARB Rule 2480** (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- **CARB Rule 2477** (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493 – Pavley

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

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

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

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

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards which became effective on January 1, 2023.

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

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

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight, and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).

- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The CalGreen Building Standards Code has been adopted by the City of Fontana by reference in Municipal Code Section 5-550.

5.1.2.3 Regional Regulations

SCAQMD

Criteria Air Pollutants

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

Air Quality Management Plan

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

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

The RTP/SCS also provides a combination of transportation and land use strategies that help the region achieve State GHG emissions reduction goals and Federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and use resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions.

SCAQMD Rules and Regulations

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

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

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

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

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

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.

- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

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

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

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

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

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

Rule 2305 – Warehouse Indirect Source Rule. On May 7, 2021, the SCAQMD Governing Board approved Rule 2305. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the SCAQMD.

5.1.2.4 Local Regulations

City of Fontana General Plan

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

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

Policy

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

City of Fontana Municipal Code

Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards. Establishes sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. Standards required by Chapter 9, Section V of the Fontana Municipal Code that would directly reduce local air pollution emissions include but are not limited to:

- Posting of signage to restrict idling to no more than 3 minutes;
- Facility operators are required to establish and enforce a truck routing plan and provide signs and pavement markings to clearly identify internal circulation patterns;
- Install electrical outlets at all loading docks that serve Transportation Refrigeration Units (TRUs);
- Install signage that clearly identifies the contact information for a facility representative as well as the SCAQMD;
- Install buffering and screening between the facility and any adjacent sensitive receptors;
- On-site motorized operational equipment shall be zero emission;
- At least 10 percent (%) of all passenger vehicle parking spaces shall be EV ready;
- Use of low VOC paints is required;
- During construction, the highest rated California Air Resources Board (CARB) tier of construction equipment available shall be utilized; and
- On buildings over 400,000 square feet, solar panels shall be installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.

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

5.1.3 ENVIRONMENTAL SETTING

Climate and Meteorology

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

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

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by

periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

Criteria Air Pollutants

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

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

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

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

Carbon Monoxide. CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds

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

are the primary source of CO in the Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

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

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

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

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

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

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

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

Toxic Air Contaminants

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

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

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

CO Hotspots

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

Odorous Emissions

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

Existing Conditions

SCAQMD maintains monitoring stations within district boundaries, Source/Receptor Areas (SRAs), that monitor air quality and compliance with associated ambient standards. The Project site is located within SRA 34, Central San Bernardino 1 area. The air quality monitoring station closest to the Project site is located at 14360 Arrow Boulevard in the City of Fontana, which is approximately 3.68 miles northwest of the Project site and reports air quality statistics for O₃, CO, NO₂, PM_{2.5}, and PM₁₀.

The most recent 3 years of data is shown on Table 5.1-2 and identifies the number of days ambient air quality standards were exceeded in the area. The federal PM₁₀ standard had no exceedances. The state

PM₁₀ standard was exceeded 12 times in 2019, 6 times in 2020, and 4 times in 2021. The PM_{2.5} federal standard had 2 exceedances in 2019, 1 exceedance in 2020, and 2 exceedances in 2021. The 1-hour ozone state standard was exceeded 41 times in 2019, 56 times in 2020, and 44 times in 2021. The 8-hour ozone state standard was exceeded 41 times in 2019, 56 times in 2020, and 44 times in 2021. The 8-hour ozone federal standard was 67 times in 2019, 89 times in 2020, and 81 times in 2021. In addition, the CO, SO₂, and NO₂ standards were not exceeded in this area during the 3-year period.

Both CARB and the USEPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment. See Table 5.1-3, for attainment designations for the Basin.

Table 5.1-2: Air Quality Monitoring Summary 2019-2021

Pollutant	Standard	Year		
		2019	2020	2021
O ₃				
Maximum Federal 1-Hour Concentration (ppm)		0.124	0.151	0.125
Maximum Federal 8-Hour Concentration (ppm)		0.109	0.111	0.103
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	41	56	44
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	67	89	81
CO				
Maximum Federal 1-Hour Concentration	> 35 ppm	2.7	1.7	1.9
Maximum Federal 8-Hour Concentration	> 20 ppm	1.0	1.2	1.4
NO ₂				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.076	0.066	0.067
Annual Federal Standard Design Value		0.017	0.019	0.019
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	88	61	73
Annual Federal Arithmetic Mean (µg/m ³)		34.8	35.8	32.1
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	0
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	12	6	4
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	46.50	46.10	55.10
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	10.84	11.95	12.07
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	2	1	2

Source: AQ, 2023 (Appendix B).

ppm = Parts Per Million

µg/m³ = Microgram per Cubic Meter

Table 5.1-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin (Basin)

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

Source: AQ, 2023 (Appendix B).

Current Emissions from Existing Onsite Uses. The Project site is currently developed with light industrial uses and occupied by Modular Space Corporation (ModSpace) that uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 SF. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The existing emissions from the current onsite uses were identified utilizing CalEEMod model defaults and trip characteristics available from the Traffic Analysis that was prepared for the Project (included as Appendix F) and are provided in Table 5.1-4.

Table 5.1-4: Emissions from Existing Development on the Project Site

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	0.25	0.77	3.00	0.01	0.31	0.07
Area Source	0.61	< 0.005	0.50	< 0.005	< 0.005	< 0.005
Energy Source	0.01	0.13	0.11	< 0.005	0.01	0.01
Total Maximum Daily Emissions	0.87	0.90	3.61	0.01	0.32	0.08
Winter						
Mobile Source	0.23	0.81	2.53	0.01	0.31	0.07
Area Source	0.53	0.00	0.00	0.00	0.00	0.00
Energy Source	0.01	0.13	0.11	< 0.005	0.01	0.01
Total Maximum Daily Emissions	0.77	0.94	2.64	0.01	0.32	0.08

Source: AQ, 2023 (Appendix B).

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation.

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

Existing sensitive air quality receptors where someone can remain for 24-hours in the vicinity of the Project site consists of residences. Other receptors where workers can remain an average of 8-hours, include nearby industrial land uses.

The closest sensitive receptors are residences; the closest of which is approximately 918 feet (280 meters) southwest of the Project site. The closest receptors to the Project site are listed below and shown in Figure 5.1-1.

- R1: Location R1 represents the residence at 15002 Astor Lane, approximately 1,107 feet southwest of the Project site. Receptor R1 is placed in the private outdoor living area (backyard) facing the Project site.
- R2: Location R2 represents the residence at 15064 Astor Lane, approximately 918 feet southwest of the Project site. Receptor R2 is placed in the private outdoor living area (backyard) facing the Project site.
- R3: Location R3 represents the residence at 11328 Fremontia Way, approximately 943 feet southeast of the Project site. Receptor R3 is placed in the private outdoor living area (backyard) facing the Project site.
- R4: Location R4 represents the residence at 15348 Brandon Lane, approximately 955 feet southeast of the Project site. Receptor R4 is placed in the private outdoor living area (backyard) facing the Project site.
- R5: Location R5 represents the ST Coachworks and Diesel Repair facility at 10975 Hemlock Avenue, approximately 56 feet north of the Project site.
- R6: Location R6 represents the residence at 16079 Tyrol Drive, approximately 5,475 feet northeast of the Project site. Receptor R6 is placed in the private outdoor living area (backyard) facing the Project site.
- R7: Location R7 represents Jurupa Hills High School, approximately 5,654 feet northeast of the Project site.
- R8: Location R8 represents Michael D'Arcy Elementary School, approximately 3,027 feet southeast of the Project site.

5.1.4 THRESHOLDS OF SIGNIFICANCE

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

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan;
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations; or
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Figure 5.1-1: Sensitive Receptor Locations

**LEGEND:**

Site Boundary



Receptor Locations



Distance from receptor to Project site boundary (in feet)

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Initial Study Findings

The Initial Study established that the proposed Project would not result in impacts related to Threshold AQ-4; and no further assessment of this impact is required in this Draft Subsequent EIR.

Regional Thresholds

The SCAQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.1-4. The SCAQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds in Table 5.1-5 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.1-5: SCAQMD Regional Air Quality Thresholds

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Localized Significance Thresholds

SCAQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas (SRAs) in the Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by SCAQMD, were developed for use on projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}.

For the proposed Project, the appropriate SRA for the LST is the nearby Central San Bernardino Valley (SRA 34). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. As identified above, the closest sensitive receptors to the Project site are residential uses located approximately 918 feet (280 meters) southwest of the Project site. Based on the anticipated construction equipment, it is assumed that the maximum daily disturbed acreage for the proposed Project would be 4 acres per day. Table 5.1-6 and Table 5.1-7 lists the thresholds that are used to evaluate LST emissions.

Table 5.1-6: SCAQMD Localized Construction Significance Thresholds

Construction Activity	Construction Localized Thresholds			
	NO_x	CO	PM₁₀	PM_{2.5}
Demolition	118 lbs/day	667 lbs/day	107 lbs/day	43 lbs/day
Site Preparation	220 lbs/day	1,359 lbs/day	127 lbs/day	52 lbs/day
Grading	237 lbs/day	1,488 lbs/day	131 lbs/day	54 lbs/day

Source: AQ, 2023 (Appendix B)

Table 5.1-7: SCAQMD Localized Operations Significance Thresholds

NO_x	CO	PM₁₀	PM₁₀
270 lbs/day	1,746 lbs/day	34 lbs/day	14 lbs/day

Source: AQ, 2023 (Appendix B)

CO Hotspots

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

Diesel Mobile Source Health Risk Threshold

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

5.1.5 METHODOLOGY

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

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

Although the Project would comply with all of the applicable AQMD requirements, it should be noted that emission reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis. In addition, the City of Fontana Chapter 9, Section V, Industrial Commerce Centers Sustainability requirements provide that all construction equipment would be required to meet or exceed CARB Tier 4 Interim emission standards. Thus, Tier 4 Interim emissions standards have been incorporated into emissions modeling.

AQMP Consistency

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

1. The project would not generate population and employment growth that would be inconsistent with SCAG's growth forecasts.
2. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

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

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

Construction

Construction of the proposed Project is anticipated to occur over 15 months. Construction-generated emissions of criteria air pollutants and ozone precursors were assessed in accordance with methods recommended by SCAQMD. Regional emissions were modeled using CalEEMod version 2022.1, as recommended by SCAQMD, and CalEEMod was also used to determine whether construction-related emissions of criteria air pollutants could exceed applicable regional thresholds and if mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions were compared with applicable SCAQMD regional thresholds for determination of significance.

In addition, to determine whether construction activities associated with proposed Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed industrial development Project was compared to SCAQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts. The daily total on-site combustion, mobile, and fugitive dust emissions associated with construction was combined and evaluated against SCAQMD's LSTs for a 4-acre site. As detailed in the Air Quality Impact Analysis (Appendix B), the disturbed area per day is representative of a piece of equipment making multiple passes over the same land area. As an example, one rubber-tired dozer can make multiple passes over the same land area totaling 0.5 acres in a given 8-hour day. Based on the Project's construction activities, the Project could actively disturb approximately 3.5 acre per day during site preparation and 4.0 acres per day during grading activities.

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled, and mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates were available from the transportation impact analysis prepared for the proposed Project (see Appendix F of this Draft

Subsequent EIR). Predicted long-term operational emissions were compared with applicable SCAQMD thresholds for determination of significance.

Trip Length

To determine emissions from passenger car vehicles, the CalEEMod defaults were utilized for trip length and the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2) trucks, 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages from the Traffic Impact Analysis prepared for the Project (Appendix F), which resulted in an overall truck trip length of 29.9 miles with an assumption of 100% primary trips for the proposed warehouse.

Onsite Equipment Emissions

It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. In accordance with the City of Fontana Municipal Code Chapter 9, Section V, Industrial Commerce Centers Sustainability Standards, it was assumed that only zero-emission on-site cargo handling equipment would be utilized.

5.1.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the SWIP SP FEIR

The SWIP SP FEIR concluded that implementation of the SWIP Specific Plan would result in significant and unavoidable impacts to both short and long-term air quality as well as consistency with the applicable Air Quality Management Plan (AQMP). The SWIP SP FEIR describes that development would be implemented under the SWIP that could individually exceed the SCAQMD thresholds, that implementation of Mitigation Measures 4.2-1a through 4.2-11 would lessen emissions, and that construction and operational-related air quality impacts would be addressed on a project-by-project basis. The SWIP SP FEIR described that future site-specific development (such as the proposed Project) would require separate CEQA and City discretionary review, including imposition of additional project-specific mitigation if needed.

Proposed Project

The proposed Project would redevelop the 40.01-acre site with a two-story 882,000 SF warehousing building. Approximately 25 percent of the warehousing square footage of the building (which is 220,500 SF) is analyzed for the storage of refrigerated goods. The facility would have 114 loading docks that would be located on the east and west sides of the building. Potential air quality related impacts from redevelopment of the site are detailed below.

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

Significant and Unavoidable Impact

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

also be consistent with the SCAG's regional forecast projections, and thus also with the AQMP growth projections.

The Project site has a General Plan Land Use designation of General Industrial (I-G), and within the SWIP SCD, that provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The Project proposes an approximately 882,000 SF warehouse on the 40.01-acre site, which would result in a FAR of 0.543. The warehouse use would be consistent with the General Plan I-G land use designation; and the FAR of 0.543 would be within the anticipated Specific Plan buildout of the Project site and SWIP area. Thus, the growth related to the Project is consistent with the AQMP.

The SWIP SP FEIR concluded that 39,416 new employment positions (Draft SWIP EIR page 6-5) would result at buildout of the SWIP SP. SCAG's Employment Density Study estimates that warehousing uses generate approximately of one employee per 1,195 SF. Based on this estimate, the proposed Project would result in 738 employees, which is 1.9 percent of the number of employees that the SWIP SP FEIR projected at buildout. The 2019 SCAG Local Profile for the City of Fontana identified that the City had 55,448 jobs in 2017 and the SCAG's Growth Forecast by Jurisdiction estimates that employment within the City of Fontana would grow to 75,100 by 2045. The increase of 738 employees that would result from the proposed Project would equate to 3.8 percent of the projected growth. Therefore, the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections, and within the growth assumptions of the AQMP. Thus, the proposed Project would comply with AQMD AQMP Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, which evaluates the potential of the proposed Project to increase the frequency or severity of existing air quality violations; as described previously, an impact related to Consistency Criterion No. 2 would occur if the long-term emissions associated with the proposed Project would exceed SCAQMD's regional significance thresholds for operation-phase emissions. As detailed below in Impact AQ-2, the proposed Project would result in regional operational-source emissions that would exceed the thresholds of significance for NO_x emissions after implementation of requirements and SWIP SP FEIR Mitigation Measure 4.2-1a through SWIP SP FEIR Mitigation Measure 4.2-2l; and therefore, would result in an increase in the frequency or severity of existing air quality violations and contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Hence, the proposed Project would result in an impact related to Consistency Criterion No. 2. This is consistent with the impacts identified in the SWIP FEIR.

Overall, despite the Project's consistency with SCAG's regional growth forecasts and the SWIP SP, the Project would lead to increased regional air quality operational emissions that would exceed thresholds. Therefore, the proposed Project would result in a conflict with, or would obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of mitigation measures that are detailed below. This finding is consistent with the findings of the SWIP FEIR.

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

Construction

Less than Significant

Construction activities associated with the proposed Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Project site; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings;

and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The construction modeling assumed the construction equipment listed in Table 5.1-8 would be used during construction of the proposed Project.

Table 5.1-8: Construction Equipment Assumptions

Construction Activity	Equipment ¹	Amount	Hours Per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Rubber Tired Dozers	3	8
	Crawler Tractors	4	8
Grading	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Crawler Tractors	2	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

¹ In order to account for fugitive dust emissions, Crawler Tractors were used in lieu of Tractors/Loaders/Backhoes.

Source: AQ, 2023 (Appendix B).

The maximum daily construction emissions for the proposed Project were estimated using CalEEMod; that includes compliance with SCAQMD Rules 403 and 1113 (described above). Also, in accordance with the City of Fontana Chapter 9, Section V, Industrial Commerce Centers Sustainability requirements, all construction equipment would be required to meet or exceed CARB Tier 4 Interim emission standards. Thus, Tier 4 Interim emissions standards have been incorporated into emissions modeling.

Table 5.1-9 provides the maximum daily emissions of criteria air pollutants from construction of the proposed Project. As shown, emissions from construction would not exceed thresholds established by the SCAQMD. Therefore, construction impacts related to regional emissions criteria would be less than significant.

Table 5.1-9: Maximum Peak Construction Emissions Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2023	3.47	19.00	57.80	0.07	7.47	1.95
Winter						
2023	0.77	17.60	31.10	0.06	6.03	2.86
2024	56.30	28.90	67.70	0.08	8.88	2.86
Maximum Daily Emissions	56.30	28.90	67.70	0.08	8.88	2.86
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: AQ, 2023 (Appendix B).

Operation

Significant and Unavoidable Impact

Implementation of the proposed warehouse (with 25 percent of the floor area refrigerated) would result in long-term emissions of criteria air pollutants from area sources generated by the proposed refrigerated and unrefrigerated warehousing and office uses, such as vehicular emissions, TRU emissions, natural gas consumption, landscaping, and use of consumer products. As described previously, the Project would be required to implement the City's municipal code sustainability requirements that include but are not limited to:

- Posting of signage to restrict idling to no more than 3 minutes;
- Facility operators are required to establish and enforce a truck routing plan and provide signs and pavement markings to clearly identify internal circulation patterns;
- Install electrical outlets at all loading docks that serve Transportation Refrigeration Units (TRUs);
- Install signage that clearly identifies the contact information for a facility representative as well as the SCAQMD;
- Install buffering and screening between the facility and any adjacent sensitive receptors;
- On-site motorized operational equipment shall be zero emission;
- At least 10 percent (%) of all passenger vehicle parking spaces shall be EV ready;
- Use of low VOC paints is required;
- During construction, the highest rated California Air Resources Board (CARB) tier of construction equipment available shall be utilized; and
- On buildings over 400,000 square feet, solar panels shall be installed and operated in such a manner that they will supply 100% of the power needed to operate all non-refrigerated portions of the facility including the parking areas.

The City would ensure compliance with the requirements of Chapter 9, Section V of the Municipal Code as part of their standard building permit review/approval and site inspection processes. In addition, the Project would be required to implement the SWIP mitigation measures related to air quality, which include Mitigation Measures 4.2-2a through 4.2-2i (listed in Section 5.1.11).

As shown in Table 5.1-10, operation of the proposed Project would generate emissions that would exceed the applicable SCAQMD threshold for NO_x and would cumulatively contribute to the nonattainment designations in the Basin.

Table 5.1-10: Summary of Peak Project Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	5.64	55.70	82.80	0.53	12.20	3.20
Area Source	27.50	0.32	38.30	< 0.005	0.05	0.07
Energy Source	0.27	4.94	4.15	0.03	0.38	0.38
TRU Source	6.07	6.83	0.71	0.00	0.30	0.28
Emergency Engines	0.98	2.75	2.51	< 0.005	0.14	0.14
Project Maximum Daily Emissions	40.46	70.54	128.47	0.56	13.07	4.07
Existing	0.87	0.90	3.61	0.01	0.32	0.08
Total Maximum Daily Emissions	39.59	69.64	124.86	0.55	12.75	3.99
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No
Winter						
Mobile Source	5.37	58.30	73.00	0.53	12.20	3.20
Area Source	21.20	0.00	0.00	0.00	0.00	0.00

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Energy Source	0.27	4.94	4.15	0.03	0.38	0.38
TRU Source	6.07	6.83	0.71	0.00	0.30	0.28
Emergency Engines	0.98	2.75	2.51	< 0.005	0.14	0.14
Project Maximum Daily Emissions	33.89	72.82	80.37	0.56	13.02	4.00
Existing	0.77	0.94	2.64	0.01	0.32	0.08
Total Maximum Daily Emissions	33.12	71.88	77.73	0.55	12.70	3.92
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source: AQ, 2023 (Appendix B).

It is important to note that over 88 percent of the Project's NO_x emissions are derived from vehicle and truck trips. The Project would implement the SWIP Mitigation Measures 4.2-2a through 4.2-2i to reduce the operational NO_x emissions; however, these measures would not be sufficient enough to reduce the NO_x emissions to below the SCAQMD thresholds. Neither the Project applicant nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional cumulative air quality emissions would be significant and unavoidable, which is consistent with the determination of the SWIP SP FEIR.

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

It should also be noted that CO, NO_x, and VOCs are "precursor" pollutants, which makes analysis of potential health impacts even more difficult. CO, NO_x, and VOCs are precursors to ozone, which is formed in the atmosphere from the chemical reaction of CO, NO_x, and VOCs in the presence of sunlight. As explained by the SCAQMD in its amicus curiae brief for *Sierra Club v. County of Fresno*, it takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources." Given this, "...it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region." Therefore, SCAQMD opined that while it "may be feasible" for large, regional projects with very high emissions of CO, NO_x, and VOCs to conduct an accurate health impact analysis, SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by CO, NO_x, or VOC emissions from relatively small projects.

Thus, the difficulties with preparing potential health impact analysis related to the Project's CO, NO_x, and VOC emissions are twofold. First, current modeling is not capable of correlating emissions of criteria pollutants to concentrations that can be reasonably linked to specific health impacts. Second, CO, NO_x, and VOCs are precursor emissions and concentrations of CO, NO_x, and VOC are impacted by regional

atmospheric conditions. CO, NO_x, and VOCs emitted by the Project may, depending upon interactions with the sun and other emissions, convert to ozone by complex chemical processes. Thus, there is a significant level of unpredictability associated with such conversion to ozone, as noted by the SCAQMD and the SJVAPD. It should also be noted that this Draft Subsequent EIR does identify health concerns related to CO and NO_x emissions. Table 5.1-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, this Draft Subsequent EIR's analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS

CO Hotspots

Less than Significant Impact

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the State's one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. The 2003 AQMP estimated traffic volumes that could generate CO concentrations to result in a "hot spot". As shown on Table 5.2-10, the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day, and the 1-hour CO concentration was 4.6 ppm. This indicates that, even with a traffic volume of 400,000 vehicles per day, CO concentrations (4.6 ppm x 4 = 18.4 ppm) would still not exceed the most stringent 1-hour CO standard (20.0 ppm).³

Table 5.1-11: Traffic Volumes for Intersections Evaluated in 2003 AQMP

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

Source: AQ, 2023 (Appendix B).

As summarized on Table 5.1-12 below, the highest trips on a segment of road in the Project study area during AM and PM traffic is 4,083 vehicles per hour (vph) and 4,273 vph, respectively, on Citrus Avenue and Slover Avenue. Operation of the proposed Project would result in 2,476 trips per day, which includes 157 AM peak hour trips and 183 PM peak hour trips. These trips would not result in daily traffic volumes of 100,000 vehicles per day or more. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP; and are not high enough to generate a CO "hot spot". Therefore, impacts related to CO "hot spots" from operation of the proposed Project would be less than significant.

Table 5.1-12: Peak Hour Traffic Volumes

Intersection Location	Peak Traffic Volumes (vph)				
	Northbound (AM/PM)	Southbound (AM/PM)	Eastbound (AM/PM)	Westbound (AM/PM)	Total (AM/PM)
Cherry Av. & I-10 EB Ramps	1,314 / 1,416	1,686 / 1,577	1,013 / 911	0 / 0	4,013 / 3,904
Cherry Av. & I-10 WB Ramps	1,360 / 1,482	1,517 / 1,529	0 / 0	1,077 / 828	3,954 / 3,840
Cherry Av. & Slover Av.	995 / 813	1,853 / 1,483	376 / 874	428 / 591	3,652 / 3,761
Hemlock Av. & Slover Av.	48 / 86	20 / 41	553 / 1,122	453 / 409	1,074 / 1,657

Source: AQ, 2023 (Appendix B)

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

Localized Construction Air Quality Impacts

Less than Significant Impact

The daily construction emissions generated onsite by the proposed Project are evaluated against SCAQMD's screening look-up tables for LSTs that have been interpolated for a 4-acre site as the proposed construction would disturb a maximum of 4 acres per day during grading activities. The appropriate Source Receptor Area (SRA) for the LST analysis is the Central San Bernardino Valley 1 air monitoring station (SRA 34). The closest sensitive receptor to the Project area is 918 feet (280 meters) from the proposed industrial development Project site. Table 5.1-13 identifies the peak daily localized onsite emissions that are estimated to occur during construction of the proposed Project. As shown, emissions during the peak construction activity would not exceed the SCAQMD's localized significance thresholds, and impacts would be less than significant.

Table 5.1-13: Localized Significance Emissions Peak Construction

Construction Activity	Year	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	2023	11.90	18.20	2.47	0.53
	Maximum Daily Emissions	11.90	18.20	2.47	0.53
	SCAQMD Localized Threshold	118	667	107	43
	Threshold Exceeded?	No	No	No	No
Site Preparation	2023	15.70	30.00	5.76	2.79
	2024	15.70	30.00	5.76	2.79
	Maximum Daily Emissions	15.70	30.00	5.76	2.79
	SCAQMD Localized Threshold	220	1,359	127	52
	Threshold Exceeded?	No	No	No	No
Grading	2023	19.90	36.20	2.85	1.16
	Maximum Daily Emissions	19.90	36.20	2.85	1.16
	SCAQMD Localized Threshold	237	1,488	131	54
	Threshold Exceeded?	No	No	No	No

Source: AQ, 2023 (Appendix B)

Localized Operational Air Quality Impacts

Less than Significant Impact

As shown on Table 5.1-14, emissions from operation of the proposed warehouse that would be 25 percent refrigerated for cold storage and utilize TRUs that would plug into outlets at the loading docks would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor (the residence 918 feet southeast of the Project site). Therefore, implementation of the proposed Project would result in a less than significant impact related to localized operational emissions.

Table 5.1-14: Localized Significance Operation Emissions

Scenario	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	21.63	59.11	1.16	0.94
Winter	21.63	21.71	1.11	0.87
Maximum Daily Emissions	21.63	59.11	1.16	0.94
SCAQMD Localized Threshold	270	1,746	34	14
Threshold Exceeded?	No	No	No	No

Source: AQ, 2023 (Appendix B)

Friant Ranch Case

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

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

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

The proposed Project does not generate anywhere near 6,620 lbs/day of NO_x or 89,190 lbs/day of VOC emissions. As shown previously on Table 5.1-10, the peak operational emissions of the proposed Project would generate up to 71.88 lbs/day of NO_x (1.09% of 6,620 lbs/day). The VOC emissions would be a maximum of 56.30 lbs/day during construction and 39.59 lbs/day of during operations (0.06% and 0.04% of 89,190 lbs/day, respectively).

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

Diesel Mobile Source Health Risk

A Mobile Source Health Risk Assessment, included as Appendix C, was prepared to evaluate the health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks traveling to and from the Project site, maneuvering onsite, and entering and leaving the site during construction and operation of the proposed warehouse. On-site truck idling was estimated to occur as trucks enter and travel through the facility. Although the proposed uses are required to comply with CARB's idling limit of 5 minutes, SCAQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which takes

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. As such, this analysis estimated truck idling at 15 minutes, consistent with SCAQMD's recommendation.

SCAQMD recommends using a 10 in one million as the cancer risk threshold. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

Construction

Less than Significant Impact

The land use with the greatest potential exposure to construction DPM source emissions from the proposed industrial development Project is the residence approximately 918 feet southwest of the Project site at 15064 Astor Lane, identified as R-2 on Figure 5.1-1. At the maximum incremental cancer risk attributable to construction DPM source emissions from the proposed industrial development Project is estimated at 0.06 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable threshold of 1.0. As such, construction of the industrial development Project would not cause a significant human health or cancer risks to adjacent land uses. All other receptors during construction activity would experience less risk than what is identified for this location.

Operation

Less than Significant Impact

Residential Exposure. The residential land use with the greatest potential exposure to DPM source emissions from operation of the proposed Project would be the residence that is closest to the onsite truck activity (the location of the most concentrated emissions), which is the existing residence at 16079 Tyrol Drive, approximately 5,475 feet northeast of the Project site, identified as R6 on Figure 5.1-1. The Mobile Source Health Risk modeling identified the maximum incremental cancer risk at this location is estimated at 0.98 in one million, which is less than the SCAQMD's significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed warehouse would not cause a significant human health or cancer risk to nearby residences and impacts would be less than significant.

Workers Exposure. The worker receptor land use with the greatest potential exposure to DPM emissions is R5, which is 56 feet north of the site, identified as R5 on Figure 5.1-1. At the maximally exposed individual worker (MEIW), the maximum incremental cancer risk impact is 0.69 in one million which is less than the SCAQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be <0.01 , which would not exceed the applicable significance threshold of 1.0. As such, operation of the proposed Project would not cause a significant human health or cancer risk to adjacent workers and impacts would be less than significant.

School Children Exposure. Proximity to sources of toxics is critical to determining potential impacts. California freeway studies show that about a 70-percent drop-off in particulate pollution levels at 500 feet. Also, CARB and SCAQMD emissions and modeling analyses, show that an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center.

A one-quarter mile radius, or 1,320 feet, is commonly utilized for identifying sensitive receptors, such as schools, that may be impacted by a proposed project. This radius is more conservative than, and therefore

provides a more health protective scenario for evaluation than the 1,000-foot impact radius identified by CARB and SCAQMD.

There are no schools located within 0.25 mile of the proposed Project. The nearest school is Michael D'Arcy Elementary School (Location R8), approximately 3,027 feet southeast of the Project site. However, due to its proximity to Project truck routes, Jurupa Hills High School (Location R7), located approximately 5,654 feet northeast of the Project site is the location of the maximally exposed individual school child (MEISC). At the MEISC, the maximum incremental cancer risk impact attributable to the Project is calculated to be 0.20 in one million, which is less than the significance threshold of 10 in one million. At this same location, non-cancer risks attributable to the Project were calculated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Therefore, impacts related to school locations would be less than significant.

5.1.7 CUMULATIVE IMPACTS

As described previously, per SCAQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD's thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, emissions from operation of the proposed Project would exceed SCAQMD's threshold for NO_x after implementation of mitigation measures. The large majority of operational-source NO_x emissions (by weight) would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce emissions of. Therefore, operational-source NO_x emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

5.1.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

The following existing regulations would reduce potential impacts related to air quality.

Existing Regulations

State

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

Regional

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1108: Volatile Organic Compounds
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1143: Paint Thinners and Solvents
- SCAQMD Rule 2305: Warehouse Indirect Source Rule

Local

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

Plans, Programs, or Policies (PPPs)

None.

5.1.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

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

- **Impact AQ-1:** The proposed Project would generate air quality emissions that would conflict with or obstruct implementation of the applicable air quality plan.
- **Impact AQ-2:** The proposed Project would 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.

Without mitigation the following impact would be **less than significant**:

- **Impact AQ-3:** The proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

5.1.10 MITIGATION MEASURES

SWIP SP FEIR Mitigation Measures

The SWIP SP FEIR was certified in 2012 and provided mitigation measures for equipment technology based on the year of development project implementation. The following applicable mitigation measures have been updated as appropriate. Deleted text is shown in ~~strikeout~~ and new text is shown as double underline.

SWIP SP FEIR Mitigation Measure 4.2-1a: All construction equipment shall be maintained in good operation condition so as to reduce emissions. The construction contractor shall ensure that all construction equipment is being properly serviced and maintained as per the manufacturer's specification. Maintenance records shall be available at the construction site for City verification.

The following additional measures, as determined applicable by the City Engineer, shall be included as conditions of the Grading Permit issuance:

- Provide temporary traffic controls such as flag person, during all phases of construction to maintain smooth traffic flow.
- Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site.
- Reroute construction trucks away from congested streets or sensitive receptor areas.
- Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM₁₀ generation.
- Improve traffic flow by signal synchronization and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications.
- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export). If the lead agency determines that 2010 model year or newer diesel trucks

cannot be obtained the lead agency shall use trucks that meet EPA 2007 model year NO_x and PM emissions requirements.

- During project construction, all internal combustion engines/construction equipment operating on the project site shall meet EPA-Certified Tier 3 4 emissions standards, or higher according to the following:
 - ~~January 1, 2012 to December 31, 2014: All off-road diesel-powered construction equipment greater than 50 hp shall meet Tier 3 off-road emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.~~
 - Post-January 1, 2015: All off-road diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emissions standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
 - A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

Proposed Project Applicability: Mitigation Measure 4.2-1a is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-1b: Prior to the issuance of any grading permits, all applicants shall submit construction plans to the City of Fontana denoting the proposed schedule and projected equipment use. Construction contractors shall provide evidence that low emission mobile construction equipment will be utilized, or that their use was investigated and found to be infeasible for the project. Contractors shall also conform to any construction measures imposed by the SCAQMD as well as City Planning staff.

Proposed Project Applicability: Mitigation Measure 4.2-1b is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-1c: All paints and coatings shall meet or exceed performance standards noted in SCAQMD Rule 1113. Specifically, the following measures shall be implemented, as feasible:

- Use coatings and solvents with a VOC content lower than that required under AQMD Rule 1113.
- Construct or build with materials that do not require painting.
- Require the use of pre-painted construction materials.

Proposed Project Applicability: Mitigation Measure 4.2-1c is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-1d: Projects that result in the construction of more than 19 single-family residential units, 40 multifamily residential units, or 45,000 square feet of retail/commercial/industrial space shall be required to apply paints either by hand or high-volume low pressure (HVLP) spray. These measures may reduce volatile organic compounds (VOC) associated with the application of paints and coatings by an estimated 60 to 75 percent. Alternatively, the contractor may specify the use of low volatility paints and coatings. Several currently available primers have VOC contents of less than 0.85 pounds per

gallon (e.g., dulux professional exterior primer 100 percent acrylic). Top coats can be less than 0.07 pounds per gallon (8 grams per liter) (e.g., Lifemaster 2000-series). This latter measure would reduce these VOC emissions by more than 70 percent. Larger projects should incorporate both the use of HVLP or hand application and the requirement for low volatility coatings.

Proposed Project Applicability: Mitigation Measure 4.2-1d is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-1e: All asphalt shall meet or exceed performance standards noted in SCAQMD Rule 1108.

Proposed Project Applicability: Mitigation Measure 4.2-1e is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-1f: Prior to the issuance of grading permits or approval of grading plans for future development projects within the project area, future developments shall include a dust control plan as part of the construction contract standard specifications. The dust control plan shall include measures to meet the requirements of SCAQMD Rules 402 and 403. Such measures may include, but are not limited to, the following:

- Phase and schedule activities to avoid high-ozone days and first-stage smog alerts.
- Discontinue operation during second-stage smog alerts.
- All haul trucks shall be covered prior to leaving the site to prevent dust from impacting the surrounding areas.
- Comply with AQMD Rule 403, particularly to minimize fugitive dust and noise to surrounding areas.
- Moisten soil each day prior to commencing grading to depth of soil cut.
- Water exposed surfaces at least twice a day under calm conditions, and as often as needed on windy days or during very dry weather in order to maintain a surface crust and minimize the release of visible emissions from the construction site.
- Treat any area that will be exposed for extended periods with a soil conditioner to stabilize soil or temporarily plant with vegetation.
- Wash mud-covered tires and under carriages of trucks leaving construction sites.
- Provide for street sweeping, as needed, on adjacent roadways to remove dirt dropped by construction vehicles or mud, which would otherwise be carried off by trucks departing project sites.
- Securely cover all loads of fill coming to the site with a tight-fitting tarp.
- Cease grading during periods when winds exceed 25 miles per hour.
- Provide for permanent sealing of all graded areas, as applicable, at the earliest practicable time after soil disturbance.
- Use low-sulfur diesel fuel in all equipment.
- Use electric equipment whenever practicable.
- Shut off engines when not in use.

Proposed Project Applicability: Mitigation Measure 4.2-1f is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2a: All “large-scale” (e.g., over 10 acres per day) project Applicants shall provide incentives to use mass transit including the placement of bus stop shelters along major thoroughfares if not so equipped. (City Staff shall determine what denotes a “large-scale” project.)

Proposed Project Applicability: Mitigation Measure 4.2-2a is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2b: All “large-scale” (e.g., over 10 acres per day) project Applicants shall incorporate a bike/walking path between these shelters, the proposed residential areas, and the proposed commercial areas. These paths shall be lit and configured so as to avoid potential conflict with roadways and railroad activities.

Proposed Project Applicability: Mitigation Measure 4.2-2b is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2c: All industrial and commercial facilities shall post signs requiring that trucks shall not be left idling for prolonged periods pursuant to Title 13 of the California Code of Regulations, Section 2485, which limits idle times to not more than five minutes.

Proposed Project Applicability: Mitigation Measure 4.2-2c is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2d: The City shall require that both industrial and commercial uses designate preferential parking for vanpools.

Proposed Project Applicability: Mitigation Measure 4.2-2d is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2e: The proposed commercial and industrial areas shall incorporate food service.

Proposed Project Applicability: Mitigation Measure 4.2-2e is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2f: All industrial and commercial site tenants with 50 or more employees shall be required to post both bus and MetroLink schedules in conspicuous areas.

Proposed Project Applicability: Mitigation Measure 4.2-2f is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2g: All industrial and commercial site tenants with 50 or more employees shall be requested to configure their operating schedules around the MetroLink schedule to the extent reasonably feasible.

Proposed Project Applicability: Mitigation Measure 4.2-2g is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2h: All residential and commercial structures shall be required to incorporate high efficiency/low polluting heating, air conditioning, appliances, and water heaters.

Proposed Project Applicability: Mitigation Measure 4.2-2h is not applicable to the proposed Project because the Project does not include residential and commercial structures.

SWIP SP FEIR Mitigation Measure 4.2-2i: All residential and commercial structures shall be required to incorporate thermal pane windows and weather-stripping.

Proposed Project Applicability: Mitigation Measure 4.2-2i is not applicable to the proposed Project because the Project does not include residential and commercial structures.

SWIP SP FEIR Mitigation Measure 4.2-2j: All residential, commercial, and industrial structures shall be required to incorporate light colored roofing materials.

Proposed Project Applicability: Mitigation Measure 4.2-2j is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2k: Prior to approval of future development projects within the project area, the City of Fontana shall conduct project-level environmental review to determine potential vehicle emission impacts associated with the project(s). Mitigation measures shall be developed for each project as it is considered to mitigate potentially significant impacts to the extent feasible. Potential mitigation measures may require that facilities with over 250 employees (full or part-time employees at a worksite for a consecutive six-month period calculated as a monthly average), as required by the Air Quality Management Plan, implement Transportation Demand Management (TDM) programs.

Proposed Project Applicability: Mitigation Measure 4.2-2k is applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-2l: New warehouse facilities or distribution centers that generate a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week shall not be located closer than 1,000 feet from any existing or proposed sensitive land use such as residential, a hospital, medical offices, day care facilities, and/or fire stations (pursuant to the recommendations set forth in the CARB *Air Quality and Land Use Handbook*).

Proposed Project Applicability: Mitigation Measure 4.2-2l is applicable to the proposed Project and would be included in the Project MMRP.

Proposed Project Mitigation Measures

No new mitigation measures would reduce NO_x emissions from vehicle and truck trips, which result in the threshold exceedance.

5.1.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The SWIP SP FEIR mitigation measures and existing regulatory programs and requirements listed previously would reduce impacts associated with air quality emissions. However, consistent with the findings of the SWIP FEIR impacts related to air quality emissions would be significant and unavoidable after mitigation, as detailed below.

Impact AQ-1: The proposed Project would not result in an exceedance of SCAG's growth projections as the Project is consistent with the SWIP SP, but the cumulative operational impacts of the Project would result in an increase of criteria pollutants that would exceed regional thresholds of NO_x after implementation of mitigation. Over 88 percent of the Project's NO_x emissions are derived from vehicle and truck trip tailpipe emissions that neither the Project applicant nor the City have regulatory authority to control. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be **significant and unavoidable**, which is consistent with the determination of the SWIP SP FEIR.

Impact AQ-2: Emissions from operation of the Project would exceed SCAQMD's thresholds for NO_x after implementation of regulations and mitigation measures. Over 88 percent of operational-source NO_x emissions (by weight) would be generated by vehicle trip tailpipe emissions, that neither the Project applicants nor the City have the ability to reduce. Therefore, operational-source NO_x emissions from the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be **significant and unavoidable**, which is consistent with the determination of the SWIP SP FEIR.

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Urban Crossroads. "11115 Hemlock Avenue Air Quality Impact Analysis" 2023, Appendix B.

Urban Crossroads. "11115 Hemlock Avenue Mobile Source Health Risk Assessment" 2023, Appendix C.

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5.2 Greenhouse Gas Emissions

5.2.1 INTRODUCTION

This section of the Draft Subsequent EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the proposed Project contributes to elevated levels of GHGs in the Earth's atmosphere and consequently contributes to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following documents:

- *City of Fontana General Plan Update 2015-2035, Adopted 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, 2018*
- *Southwest Industrial Park Specific Plan, 2012*
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation, 2012*
- *City of Fontana Municipal Code*
- *11115 Hemlock Avenue Greenhouse Gas Analysis, Urban Crossroads, 2023, Appendix D.*

5.2.2 REGULATORY SETTING

5.2.2.1 State Regulations

California Assembly Bill 1493 – Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the CARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG from 2009 to 2016. CARB, EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration (NHTSA) have coordinated efforts to develop fuel economy and GHG standards for model 2017-2025 vehicles. The GHG standards are incorporated into the "Low Emission Vehicle" (LEV) Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board to work with relevant state agencies to achieve these goals.

California Assembly Bill 32 (AB 32), Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 [Assembly Bill 32 (AB 32)], which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the GHG reduction goals. On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the previous Scoping Plans as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed SB 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations (MPOs) will be responsible for preparing a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). The goal of the SCS is to establish a development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If an SCS is unable to achieve the GHG reduction target, an MPO must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the SCS or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional MPOs.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all state agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the state's 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor's Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the state to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that CARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extended the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The CEQA Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b).

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 directly addresses disproportionate risks and health and pollution burdens and 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.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: The California Energy Code (CalGreen) is updated every three years. The most recent update was the 2022 California Green Building Code Standards which became effective on January 1, 2023.

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

- **Short-term bicycle parking.** If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- **Long-term bicycle parking.** For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- **Designated parking for clean air vehicles.** In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- **EV charging stations.** New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.4.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- **Outdoor light pollution reduction.** Outdoor lighting systems shall be designed to meet the backlight, upright and glare ratings per Table 5.106.8 (5.106.8).
- **Construction waste management.** Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or

- 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
 - Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
 - Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
 - Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
 - Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 SF or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
 - Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 SF. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 SF requiring a building or landscape permit (5.304.3).
 - Commissioning. For new buildings 10,000 SF and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The CalGreen Building Standards Code has been adopted by the City of Fontana by reference in Municipal Code Section 5-550.

5.2.2.2 Local Regulations

City of Fontana General Plan

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

Goal 9.7 Action E Reduce greenhouse gas emissions associated with transportation by reducing vehicle miles traveled and per-mile emissions through use of vehicle technologies to meet the City's goals for greenhouse gas reductions by 2035.

Goal 12.4 Fontana meets the greenhouse gas reduction goals for 2030 and subsequent goals set by the state.

City of Fontana Municipal Code

Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards. Establishes sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. Standards required by Chapter 9, Section V of the Fontana Municipal Code that would directly reduce local air pollution emissions include but are not limited to:

- Requiring the use of the highest rated CARB Tier technology that is available at the time of construction;
- Orientation of loading docks and truck entries away from sensitive receptors;
- Prohibiting idling for more than three minutes;
- Requiring each warehouse development to prepare and implement a Truck Routing Plan that utilizes designated truck routes and avoids routes that pass sensitive receptors, to the greatest extent possible;
- Requiring motorized cargo-handling equipment used at warehouses to be zero emission;
- Requiring buildings with more than 400,000 SF of building area to install rooftop solar panels that supply 100 percent of the power need for non-refrigerated building space; and
- Requiring the installation of electric plug-ins at all loading dock positions that would be utilized by trucks fitted with transport refrigeration units (TRUs).

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

5.2.3 ENVIRONMENTAL SETTING

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

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

emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide (CO₂) is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane (CH₄) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (N₂O) (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons (HFCs) are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

Also, there are many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls but is still a substantial contributor to the United States (U.S.) emissions inventory total (28). The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2020 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2019 GHG emissions period, California emitted an average 418.1 million metric tons of CO₂e per year (MMTCO₂e/yr) or 418,100 Gg CO₂e (6.26 percent of the total United States GHG emissions).

Existing Project Site Conditions

The Project site is currently developed with light industrial uses and occupied by Modular Space Corporation (ModSpace), which uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 SF. In addition, the site contains stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas.

Existing GHG emission from the Project site and adjacent areas is generated from stationary sources for use of building equipment and utilities; however, the majority of emissions are generated from existing vehicular and truck trips. As shown on Table 5.2-1, it is estimated that the existing uses on the Project site generate 174.78 CO₂e MT/yr.

Table 5.2-1: GHG Emissions from the Existing Uses on the Project Site

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Mobile	116.00	0.01	0.01	0.26
Area	0.24	< 0.005	< 0.005	0
Energy	43.90	< 0.005	< 0.005	0
Water	3.74	0.09	< 0.005	0
Waste	1.28	0.13	0	0
Refrigerants	0	0	0	0.50
Total Existing CO₂e (All Sources)	174.78			

Source: GHG, 2023 (Appendix D).

5.2.4 THRESHOLDS OF SIGNIFICANCE

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

- GHG-1 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- GHG-2 Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The SCAQMD formed a working group to identify greenhouse gas emissions thresholds for land use projects that could be used by local lead agencies in the Basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold, that could be applied by lead agencies, which includes the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - All land use types: 3,000 MTCO₂E per year
 - Based on land use type:
 - Residential: 3,500 MTCO₂E per year
 - Commercial: 1,400 MTCO₂E per year
 - Mixed use: 3,000 MTCO₂E per year
 - Industrial use: 10,000 MTCO₂E per year when SCAQMD is the lead agency

SCAQMD used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

The City of Fontana has not adopted project-specific significance thresholds. The City has opted to use a non-zero threshold approach based on Approach 2 of the CAPCOA CEQA and Climate Change handbook, which is the Tier 3 screening value of 3,000 MTCO₂e per year that is recommended by SCAQMD staff for residential and commercial projects. Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) of the CAPCOA CEQA and Climate Change handbook establishes a numerical threshold based on capture of

approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is the 3,000 MTCO₂e/yr screening threshold.

In setting the threshold at 3,000 MTCO₂e per year, SCAQMD researched a database of projects kept by the Governor's Office of Planning and Research (OPR). That database contained 798 projects, 87 of which were removed because they were very large projects and/or outliers that would skew emissions values too high, leaving 711 as the sample population to use in determining the 90th percentile capture rate. The SCAQMD analysis of the 711 projects within the sample population combined commercial, residential, and mixed-use projects. It should be noted that the sample of projects included warehouses and other light industrial land uses but did not include industrial processes (i.e., oil refineries, heavy manufacturing, electric generating stations, mining operations, etc.). Emissions from each of these projects were calculated by SCAQMD to provide a consistent method of emissions calculations across the sample population and from projects within the sample population. In calculating the emissions, the SCAQMD analysis determined that the 90th percentile ranged between 2,983 to 3,143 MTCO₂e per year. The SCAQMD set their significance threshold at the low-end value of the range when rounded to the nearest hundred tons of emissions (i.e., 3,000 MTCO₂e per year) to define small projects that are considered less than significant and do not need to provide further analysis.

The City understands that the 3,000 MTCO₂e per year threshold for residential/commercial uses was proposed by SCAQMD over a decade ago and was adopted as an interim policy; however, no permanent, superseding policy or threshold has since been adopted. The 3,000 MTCO₂e per year threshold was developed and recommended by SCAQMD, an expert agency, based on substantial evidence as provided in the Draft Guidance Document – Interim CEQA Greenhouse Gas Significance Threshold (2008) document and subsequent Working Group meetings (latest of which occurred in 2010). SCAQMD has not withdrawn its support of the interim threshold and all documentation supporting the interim threshold remains on the SCAQMD website on a page that provides guidance to CEQA practitioners for air quality analysis (and where all SCAQMD significance thresholds for regional and local criteria pollutants and toxic air contaminants also are listed). Further, as stated by SCAQMD, this threshold “uses the Executive Order S-3-05 goal [80 percent below 1990 levels by 2050] as the basis for deriving the screening level” and, thus, remains valid for use in 2023 (SCAQMD, 2008, pp. 3-4). Lastly, this threshold has been used for hundreds, if not thousands of GHG analyses performed for projects located within the SCAQMD jurisdiction.

Thus, if Project-related GHG emissions do not exceed the 3,000 MTCO₂e per year threshold, then Project-related GHG emissions would have a less-than-significant impact pursuant to Impact GHG-1, below. On the other hand, if Project related GHG emissions exceed 3,000 MTCO₂e per year, the Project would result in a significant impact related to GHG emissions.

It should be noted that the City has not selected to evaluate project-related GHG emissions against the numerical threshold that SCAQMD adopted for industrial projects for which SCAQMD is the lead agency (i.e., 10,000 MTCO₂e per year). The industrial threshold adopted by SCAQMD is a widely accepted threshold used by numerous lead agencies in the SCAB and was established based on the recommendations from CAPCOA contained in a report titled “CEQA and Climate Change” (dated January 2008), which serves as a resource for public agencies as they establish agency procedures for reviewing GHG emissions from projects under CEQA. The CAPCOA report provides three recommendations for evaluating a development project's GHG emissions. When establishing their significance threshold, SCAQMD selected the CAPCOA non-zero approach which establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development (Approach 2, Threshold 2.5). A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified projects would be subject to evaluation under CEQA.

Based on SCAQMD's research of 1,297 major, industrial source point (i.e., stationary) emission sources in the SCAB, SCAQMD found that source point industrial facilities that generate at least 10,000 MTCO₂e per year produce approximately 90 percent of the carbon dioxide equivalent emissions in the SCAB per year. As such, SCAQMD established their significance criterion at 10,000 MTCO₂e as that threshold would capture 90 percent of total emissions from future industrial development in accordance with CAPCOA recommendations. (CAPCOA, 2008, pp. 46-47; SCAQMD, 2008, pp. 3-5)1516 Although the SCAQMD demonstrated that reliance on the numerical significance threshold of 10,000 MTCO₂e per year adequately addresses the potential environmental effects from industrial-source GHG emissions, the City of Fontana selected to rely on a more stringent/protective numerical significance threshold, 3,000 MTCO₂e per year, to ensure this Draft Subsequent EIR provides a conservative analysis of Project-related environmental effects.

5.2.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*.

The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per SCAQMD methodology, the total GHG emissions for construction activities are divided by 30-years, and then added to the annual operational phase of GHG emissions.

In addition, CEQA requires the lead agency consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no Statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the City of Fontana and the proposed Project.

5.2.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the SWIP SP FEIR

The SWIP SP FEIR described that buildout of the SWIP SP area would generate 593,635.13 MTCO₂e/year area source emissions, 491,219.73 MTCO₂e/year of mobile source GHG emissions, and a total project operational emissions of 1,084,854.86 MTCO₂e/year. In 2012 a standard threshold was based on an AB 32 requirement to reduce GHG emissions to 1990 levels (a 28 percent reduction in "business as usual" GHG emissions Statewide). Because statewide emissions targets have been reduced through regulations described in Section 5.2.2, such as AB 1279 that requires an 85 percent reduction compared to 1990 levels, this is no longer an applicable threshold. However, the SWIP SP Draft EIR Table 4.2-8, detailed that GHG emissions from the SWIP Specific Plan Update would be 32.5 percent below the business-as-usual scenario, which was consistent with AB 32 requirement; and thus, was found to be less than significant.

The SWIP SP FEIR also determined that the future evaluation of discretionary projects within the SWIP area (such as the proposed Project) would include modeling of GHG emissions, implementation of Mitigation Measures 4.2-2a through 4.2-2k and 4.2-5a, and an evaluation of consistency with applicable GHG regulations and policies, and that impacts would be less than significant.

Proposed Project

The proposed Project would redevelop the 40.01-acre site with a two-story warehousing building. The building would be used for sorting, warehousing, distribution, and office space. The proposed building would have a first-floor office of 20,000 SF, a second floor office mezzanine area of 20,000 SF, a warehouse area of 726,826 SF, and a pick module mezzanine area of 115,000 SF. This totals 881,826 SF. However, to provide a conservative evaluation of the proposed Project, the technical analysis herein evaluates a total of 882,000 square feet. Approximately 25 percent of the warehousing square footage of the building (which is 220,500 SF) is analyzed for the storage of refrigerated goods. The facility would have 114 loading docks that would be located on the east and west sides of the building. Potential GHG emission related impacts from redevelopment of the site are detailed below.

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Significant and Unavoidable Impact

Construction. The proposed construction activities would generate GHG emissions. The SCAQMD methodology for calculation of project generated GHG emissions recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.2-2 provides the estimated construction emissions from construction of the proposed Project.

Table 5.2-2: Proposed Project Construction Greenhouse Emissions

Year	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO _{2e}
2022	228.00	0.02	0.02	234.00
2023	1,645.00	0.10	0.012	1,686.00
Total GHG Emissions	1,873.00	0.12	0.14	1,920.00
Amortized Construction Emissions (MTCO_{2e})	62.43	0.00	0.00	64.00

Source: GHG, 2023 (Appendix D).

Operation. The long-term operation of the proposed unrefrigerated and refrigerated warehouse areas generates GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346 that bans the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024. For purposes of the GHG analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. In accordance with the City of Fontana Municipal Code Chapter 9, Section V, Industrial Commerce Centers Sustainability Standards, the proposed Project would be required to install and operate solar panels in such a manner that they

would supply 100 percent of the power needed to operate all non-refrigerated portions of the facility, including parking areas. The air conditioning equipment associated with the refrigerated portions of the building are anticipated to generate GHG emissions. CalEEMod automatically generates a default air conditioning and refrigeration equipment inventory for each project land use subtype based on industry data from the USEPA.

- **Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (Appendix F) were utilized to quantify the GHGs from operation of the light industrial development Project at buildout. To determine emissions from passenger car vehicles, the SCAQMD recommended truck trip length of 15.3 miles for 2-axle (LHDT1, LHDT2) trucks, 14.2 miles for 3-axle (MHDT) trucks, and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages from the Traffic Impact Analysis prepared for the Project (Appendix F), which resulted in an overall truck trip length of 29.9 miles with an assumption of 100 percent primary trips for the proposed warehouse.

In order to account for refrigerated uses, trucks associated with the cold-storage portion of the proposed warehouse are assumed to also have TRUs. Therefore, for modeling purposes, 83 one-way truck trips are accounted for in on-site and off-site travel based on the EMFAC Offroad Emissions, developed by the CARB.

- **On-Site Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. In accordance with the City of Fontana Municipal Code Chapter 9, Section V, Industrial Commerce Centers Sustainability Standards, it was assumed that only zero-emission on-site cargo handling equipment would be utilized.
- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the CalEEMod default parameters for water demand.
- **Solid Waste.** The proposed warehouse would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. The GHG emissions associated with the disposal of solid waste associated with the proposed Project were calculated by CalEEMod using default parameters.
- **Emergency Diesel-Powered Fire Pump and Generator.** For analysis purposes, it is assumed that both an emergency diesel-powered fire pump and an emergency diesel-powered generator would be used for the Project and would be rated at 300 horsepower. The analysis assumes that each engine would result in a maximum operating time of 1 hour per day and 50 hours per year for testing.

The annual GHG emissions associated with operation of the proposed refrigerated and non-refrigerated warehouse spaces are summarized in Table 5.2-3. As shown, construction and operation of the proposed Project would generate a total increase of approximately 11,154.34 MTCO_{2e}/yr, which would exceed the 3,000 MTCO_{2e}/yr screening threshold that is based on the Executive Order S-3-05-year 2050 goal and the capture of 90 percent of emissions from development. Therefore, impacts would be significant.

Table 5.2-3: Proposed Project Generated Increase in Greenhouse Emissions

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	R	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	62.43	0.00	0.00	0.07	64.00
Mobile	7,351.00	0.55	0.94	10.40	7,655.00
Area	17.90	< 0.005	< 0.005	0	18.40
Energy	1,578.00	0.14	0.01	0	1,584.00
Water	287.00	6.66	0.16	0	501.00
Waste	74.00	7.39	0	0	259.00
Refrigerants	0	0	0	37.20	37.20
TRUs					1,199.02
Emergency Engines	11	< 0.005	< 0.005	0.00	11.50
Project CO₂e (All Sources)	11,329.12				
Existing	174.78				
Total Increase CO₂e (All Sources)	11,154.34				

Source: GHG, 2023 (Appendix D).

It should be noted that this does not include reductions in emissions that would be achieved by implementation of the AQMD Rule 2305, which is tenant specific and cannot be quantified at this time. The proposed Project would exceed 3,000 MTCO₂e /yr. Although, SWIP Mitigation Measures 4.2-2a through 4.2-2j, and 4.2-5a would be implemented to require implementation of various measures to reduce GHG emissions. The large majority (78 percent) of GHG emissions would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce emissions of. The proposed Project would generate the same types of GHG emissions at a density that was anticipated to be generated by the SWIP FEIR; however, the thresholds related to GHG emissions have been reduced since certification of the SWIP FEIR pursuant to AB 1279 and Executive Order S-3-05. Therefore, GHG emissions from implementation of the proposed Project would be significant and unavoidable.

IMPACT GHG-2: THE PROJECT WOULD NOT CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.

Less than Significant Impact

The Project would include energy-efficient/energy-conserving design features and operational procedures and would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it does not interfere with implementation of the GHG reduction measures listed in CARB's Updated Scoping Plan (2022), as demonstrated in Table 5.2-4. CARB's 2022 Scoping Plan reflects the 2045 target of a 85 percent reduction below 1990 levels, set by Executive Order B-55-18, and codified by AB 1279. In addition, the Project would be consistent with the following state policies that were adopted for the purpose of reducing GHG emissions.

As detailed in Table 5.2-4 and the discussion below, the proposed Project would not conflict with the CARB Scoping Plan and related regulations.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel

Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project is consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.

- **Medium/Heavy-Duty Vehicle Regulations:** Medium/heavy-duty vehicle regulations are implemented by the state to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The proposed Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- **Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this State regulation, primarily 53-foot or longer box-type trailers, are either required to use EPA SmartWay certified tractors and trailers or to retrofit their existing fleet with SmartWay verified technologies. The Project would be consistent with this regulation, as it applies to specific trucks that are used throughout the state.
- **Energy Efficiency – Title 24/CalGreen:** The proposed Project is subject to the CalGreen Code Title 24 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.2.2, *Regulatory Setting* that reduce energy consumption. Compliance with the CalGreen standards would be verified by the City during building permitting process.
- **Renewable Portfolio Standard:** As a customer of Southern California Edison (SCE), the Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement. In addition, the City Municipal Code Industrial Commerce Centers Sustainability Standards require that buildings over 400,000 SF of building area to install rooftop solar panels that supply 100 percent of the power need for non-refrigerated building space; and electric plug-ins for refrigerated trucks.
- **Million Solar Roofs Program:** The Project is consistent with this scoping plan measure as the City Municipal Code Industrial Commerce Centers Sustainability Standards require that buildings over 400,000 SF of building area to install rooftop solar panels that supply 100 percent of the power need for non-refrigerated building space.
- **Water Efficiency and Waste Diversion:** Development and operation of the proposed Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the state.

Table 5.2-4: Project Consistency with the CARB 2022 Scoping Plan

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40% Below 1990 levels by 2030.	Consistent. The Project would comply with the Title 24, Part 6 building energy requirements along with other local and state initiatives that aim to achieve the 40% below 1990 levels by 2030 goal. This includes the Municipal Code Industrial Commerce Centers Sustainability Standards require that buildings over 400,000 SF of building area install rooftop solar

Action	Consistency
	panels that supply 100 percent of the power need for non-refrigerated building space; and electric plug-ins for refrigerated trucks.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	Consistent. As discussed in Chapter 5.4, <i>Transportation</i> , of this Draft Subsequent EIR, the Project would result in less than significant impacts related to VMT. Therefore, the Project would be consistent with policies aimed at reducing VMT.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100% of LDV sales are ZEV by 2035.	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations. In addition, the Municipal Code Industrial Commerce Centers Sustainability Standards require that buildings provide electric plug-ins for refrigerated trucks.
Truck ZEVs	
100% of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Consistent. The proposed Project would be designed and constructed in accordance with the 2022 Title 24 Part 6 and Part 11 and City of Fontana Industrial Commerce Centers Sustainability Standards requirements, which includes prewiring for Truck ZEV charging stations at designated loading docks. In addition, the Municipal Code Industrial Commerce Centers Sustainability Standards require that buildings provide electric plug-ins for refrigerated trucks.
Aviation	
20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Not Applicable. The proposed Project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. The proposed Project would not utilize any OGVs.
Port Operations	
100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Not Applicable. The proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. The proposed Project would not involve any rail operations.

Action	Consistency
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MTCO _{2e}) in 2030 and 30 MTCO _{2e} in 2035. Retail sales load coverage. 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy and City of Fontana Industrial Commerce Centers Sustainability Standards requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
Existing Residential Buildings	
80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve the operation any existing residential buildings.
Existing Commercial Buildings	
80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Not Applicable. The proposed Project would not involve any existing commercial buildings.
Food Products	
7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045.	Consistent. The proposed Project would comply with the 2022 Title 24, Part 6 and City of Fontana Industrial Commerce Centers Sustainability Standards building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
Construction Equipment	
25% of energy demand electrified by 2030 and 75% electrified by 2045.	Consistent. Through City permitting the proposed Project would be required to use construction equipment that are registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25% in 2030 and 75% in 2045.
Chemicals and Allied Products; Pulp and Paper	

Action	Consistency
Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045. Electrify 100% of other energy demand by 2045.	Consistent. The proposed Project would not be utilized for pulp and/or paper products food products. The proposed Project would comply with the 2022 Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances.
Stone, Clay, Glass, and Cement	
CCS on 40% of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Consistent. The proposed Project would not include manufacturing of stone, clay, glass or cement. In addition, all necessary and applicable air permits associated with the storage of stone, clay, glass, and/or cement would be obtained before operations commence.
Other Industrial Manufacturing	
0% energy demand electrified by 2030 and 50% by 2045.	Consistent. The proposed Project does not include industrial manufacturing, but would comply with the 2022 Title 24, Part 6 and City of Fontana Industrial Commerce Centers Sustainability Standards building energy requirements, including increases in onsite renewable energy generation requirements as well as improved insulation reducing energy consumption.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed Project would not involve any existing combined heat and power facilities.
Agriculture Energy Use	
25% energy demand electrified by 2030 and 75% by 2045.	Not Applicable. The proposed Project would not involve any agricultural uses.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed Project would not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane blended in pipeline. Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters.	Not Applicable. The proposed Project would not involve any production of fuels for buildings and industry.
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	Not Applicable. The proposed Project would not involve any landfill and/or dairy uses.

Action	Consistency
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Consistent. The Project would comply with the 2022 Title 24, Part 6 building energy requirements, including use of low GWP refrigerants.

Source: California's 2022 Climate Change Scoping Plan Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory Sectors

The proposed Project is consistent with AB 32 and SB 32 through implementation of municipal code measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance, which would be verified by the City during the Project development review and permitting process.

Overall, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The Project would be implemented in compliance with state energy standards provided in Title 24, in addition to provision of the Municipal Code's sustainable design requirements. The Project would not interfere with the state's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it would be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the state. In addition, the proposed Project would be consistent with the relevant City General Plan goal and policies. Thus, the proposed Project would not result in a conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, and impacts would be less than significant.

5.2.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context, since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft Subsequent EIR effectively constitutes an analysis of a project's contribution to the cumulative impact of GHG emissions. As described previously, the estimated increase in GHG emissions from the proposed Project would exceed the 3,000 MTCO_{2e}/yr screening threshold after implementation of existing regulations and mitigation measures. Therefore, the GHG emissions from the proposed Project would be significant and cumulatively considerable.

5.2.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

The following existing regulations would reduce potential impacts related to GHG emissions.

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Local

- City of Fontana General Plan
- City of Fontana Municipal Code

5.2.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

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

- **Impact GHG-1:** The proposed Project would result in new source sources of GHG emissions that would directly and indirectly have an impact on the environment.

Without mitigation the following impact would be **less than significant**:

- **Impact GHG-2:** The proposed Project would not result in conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

5.2.10 MITIGATION MEASURES

SWIP SP FEIR Mitigation Measures

SWIP SP FEIR Mitigation Measures 4.2-2a through 4.2-2j: As listed previously in Section 5.1, *Air Quality*.

Proposed Project Applicability: Mitigation Measures 4.2-2a through 4.2-2j are applicable to the proposed Project and would be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.2-5a: Prior to the issuance of building permits, future development projects shall demonstrate the incorporation of project design features that achieve a minimum of 28.5 percent reduction in GHG emissions from non-mobile sources as compared to business-as-usual conditions. Future project shall include, but are not limited to, the following list of potential design features (which include measures for reducing GHG emissions related to Transportation and Motor Vehicles):

Energy Efficiency

- Design buildings to be energy efficient and exceed Title 24 requirements by at least 5 percent.
- Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight.

- Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use.
- Install light colored “cool” roofs and cool pavements.
- Provide information on energy management services for large energy users.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems (e.g., minimum of Energy Star rated equipment).
- Implement design features to increase the efficiency of the building envelope (i.e., the barrier between conditioned and unconditioned spaces).
- Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting.
- Limit the hours of operation of outdoor lighting.

Renewable Energy

- ~~Install solar panels on carports and over parking areas. Ensure buildings are designed to have “solar ready” roofs~~ infrastructure and facilities in compliance with Municipal Code Chapter 9, Article V, Industrial Commerce Centers Sustainability Standards.
- Use combined heat and power in appropriate applications.

Water Conservation and Efficiency

- Create water-efficient landscapes with a preference for a xeriscape landscape palette.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Design buildings to be water efficient. Install water-efficient fixtures and appliances (e.g., EPA WaterSense labeled products).
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.
- Restrict the use of water for cleaning outdoor surfaces and vehicles.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site).
- Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.
- Provide education about water conservation and available programs and incentives.

Solid Waste Measures

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Provide education and publicity about reducing waste and available recycling services.

Transportation and Motor Vehicles

- Limit idling time for commercial vehicles, including delivery and construction vehicles.
- Promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a website or message board for coordinating rides).
- Create local “light vehicle” networks, such as neighborhood electric vehicle (NEV) systems.

- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Promote “least polluting” ways to connect people and goods to their destinations.
- Incorporate bicycle lanes and routes into street systems, new subdivisions, and large developments.
- Incorporate bicycle-friendly intersections into street design.
- For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting (e.g., locked bicycle storage or covered or indoor bicycle parking).
- Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

Proposed Project Applicability: Mitigation Measure 4.2-5a is applicable to the proposed Project and would be included in the Project MMRP.

Proposed Project Mitigation Measures

No new mitigation measures would reduce GHG emissions from vehicle and truck trips, which result in the threshold exceedance.

5.2.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The SWIP SP FEIR mitigation measures and existing regulatory programs and requirements listed previously would reduce impacts associated with air quality emissions. Although the proposed Project would generate the same types of GHG emissions at a density that was anticipated to be generated by the SWIP FEIR, the thresholds related to GHG emissions have been reduced since certification of the SWIP FEIR pursuant to recent state regulations, and GHG emissions from implementation of the proposed Project would be significant and unavoidable, as detailed below.

Impact GHG-1: Emissions from operation of the Project with implementation of the SWIP FEIR mitigation measures would exceed the current 3,000 MTCO₂e/yr screening threshold that is based on the Executive Order S-3-05-year 2050 goal and the capture of 90 percent of emissions from development. Over 78 percent of operational-source NO_x emissions (by weight) would be generated by vehicle trip tailpipe emissions, that neither the Project applicants nor the City have the ability to reduce. Therefore, GHG emissions from the proposed Project would be **significant and unavoidable**, after implementation of mitigation.

REFERENCES

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5.3 Noise

5.3.1 INTRODUCTION

This Draft Subsequent EIR section evaluates the potential noise impacts that would result from implementation of the proposed Project. It discusses the existing noise environment within and around the Project site, as well as the regulatory framework for regulation of noise. This section analyzes the effect of the proposed Project on the existing ambient noise environment during demolition, construction, and operational activities; and evaluates the Project's noise effects for consistency with relevant local agency noise policies and regulations. This section includes data from the following:

- *City of Fontana General Plan Update 2015-2035, Adopted 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, 2018*
- *Southwest Industrial Park Specific Plan, 2012*
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation, 2012*
- *City of Fontana Municipal Code*
- *Hemlock Warehouse Project Noise and Vibration Analysis, Urban Crossroads, 2023, Appendix E.*

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

Lmin: The instantaneous minimum noise level experienced during a given period of time.

Lx: The sound level that is equaled or exceeded "x" percent of a specified time period. The "x" thus represents the percentage of time a noise level is exceeded. For instance, L50 and L90 represents the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.

Ldn: Also termed the "day-night" average noise level (DNL), Ldn is a measure of the average of A-weighted sound levels occurring during a 24-hour period, accounting for the greater sensitivity of most people to nighttime noise by weighting noise levels at night ("penalizing" nighttime noises). Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises.

CNEL: The Community Noise Equivalent Level, which, similar to the Ldn, is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The “ambient noise level” is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA, 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise

from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulations

Federal Highway Administration

Proposed federal or federal-aid highway construction projects at a new location, or the physical alteration of an existing highway that significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes, requires an assessment of noise and consideration of noise abatement per 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." The Federal Highway Administration (FHWA) has adopted noise abatement criteria for sensitive receivers such as picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals when "worst-hour" noise levels approach or exceed 67 dBA Leq. Caltrans has further defined approaching the criteria to be 1 dBA below the NAC for noise-sensitive receivers identified as Category B activity areas (e.g., 66 dBA Leq is considered approaching the criteria).

US Environmental Protection Agency

In addition to FHWA standards, the United States Environmental Protection Agency (EPA) has identified the relationship between noise levels and human response. The EPA has determined that over a 24-hour period, an Leq of 70 dBA will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at an Leq of 55 dBA and interior levels at or below 45 dBA. While

these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA also set 55 dBA Ldn as the basic goal for exterior residential noise intrusion. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have settled on the 65 dBA Ldn level as their standard. At 65 dBA Ldn, activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Occupational Safety and Health Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Safety and Health Administration (OSHA) under the EPA. Such limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is therefore not addressed further in this analysis.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set a goal of 65 dBA Ldn as a desirable maximum exterior standard for residential units developed under HUD funding. (This level is also generally accepted within the State of California.) While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior Ldn should not exceed 45 dBA.

5.3.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.3.2.3 Local Regulations

City of Fontana General Plan

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

Goal 11.8 The City of Fontana protects sensitive land uses from excessive noise by diligent planning through 2035.

Policy

- Noise-tolerant land uses shall be guided into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.
- Noise spillover or encroachment from commercial, industrial, and educational land uses shall be minimized into adjoining residential neighborhoods or noise-sensitive uses.

Goal 11.9 The City of Fontana provides a diverse and efficiently operated ground transportation system that generates the minimum feasible noise on its residents through 2035.

Actions

- On-road trucking activities shall continue to be regulated in the City to ensure noise impacts are minimized, including the implementation of truck-routes based on traffic studies.
- Development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses shall provide appropriate mitigation measures.
- Noise mitigation practices shall be employed when designing all future streets and highways, and when improvements occur along existing highway segments.

Goal 11.10 Fontana's residents are protected from the negative effects of "spillover" noise.

Policy

- Residential land uses and areas identified as noise-sensitive shall be protected from excessive noise from non-transportation sources including industrial, commercial, and residential activities and equipment.

Actions

- Industrial uses shall not exceed commercial or residential stationary source noise standards at the most proximate land uses.
- Construction shall be performed as quietly as feasible when performed in proximity to residential or other noise sensitive land uses.

City of Fontana Municipal Code

Section 30-543. The City of Fontana Municipal Code, Section 30-543, establishes the permissible noise level at residential receivers. The performance standards found in Section 30-453 limit the operational exterior noise level to 70 dBA L_{eq} during daytime hours (7:00 a.m. to 10:00 p.m.) and 65 dBA L_{eq} during nighttime hours (10:00 p.m. to 7:00 a.m.), as shown on Table 5.3-1.

Table 5.3-1: Municipal Code Operational Noise Standards

Jurisdiction	Land Use	Time Period	Noise Level Standard (dBA)
City of Fontana	Residential ¹	Daytime (7:00 a.m. - 10:00 p.m.)	70 dBA L_{eq}
		Nighttime (10:00 p.m. - 7:00 a.m.)	65 dBA L_{eq}

¹ City of Fontana Municipal Code, Section 30-453

Section 18-63. The City of Fontana Municipal Code, Section 18-63(b)(7), identifies the City's construction noise standards and permitted hours of construction activity. According to Municipal Code Section 18-63(b)(7), construction or repairing of buildings or structures is limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays except in the case of urgent necessity. However, if activity occurs outside of these hours, the City of Fontana

stationary-source (operational) noise level standards of 70 dBA L_{eq} during the daytime hours and 65 dBA L_{eq} during the nighttime hours, as measured at a residentially zoned property line.

5.3.3 ENVIRONMENTAL SETTING

Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The closest sensitive receptors to the Project site are single-family residences located approximately 918 feet southwest and 943 feet southeast of the Project southern boundary, south of Jurupa Avenue. The closest noise sensitive receptors to the Project site are described below and shown in Figure 5.3-1. The distance is measured in a straight line from the project boundary to each receiver location.

- R1: Location R1 represents the residence at 15002 Astor Lane, approximately 1,107 feet southwest of the Project site. Receiver R1 is placed in the backyard facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the residence at 15064 Astor Lane, approximately 918 feet southwest of the Project site. Receiver R2 is placed in the backyard facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents existing noise sensitive residence at 11328 Fremontia Way, approximately 943 feet southeast of the Project site. Receiver R3 is placed in the backyard facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents existing noise sensitive residence at 15348 Brandon Lane, approximately 955 feet southeast of the Project site. Receiver R4 is placed in the private outdoor living area (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

Existing Ambient Noise

To assess the existing noise level environment, 24-hour noise level measurements were taken next to the closest existing sensitive receptors, which are shown in Figure 5.3-1. The noise level measurements were positioned toward the Project site to assess the existing ambient hourly noise levels. The background ambient noise levels in the Project site are dominated by the transportation-related noise associated with surface streets. A description of these locations and the existing noise levels are provided in Table 5.3-2.

Table 5.3-2: Summary of 24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA L_{eq})	
		Daytime	Nighttime
L1	Located southwest of the Project site near the residence at 15002 Astor Lane.	66.0	69.8
L2	Located southwest of the Project site near the residence at 15064 Astor Lane.	65.1	67.6
L3	Located southeast of the Project site near the residence at 11328 Fremontia Way.	61.6	64.0

Source; Noise Study (Appendix E)

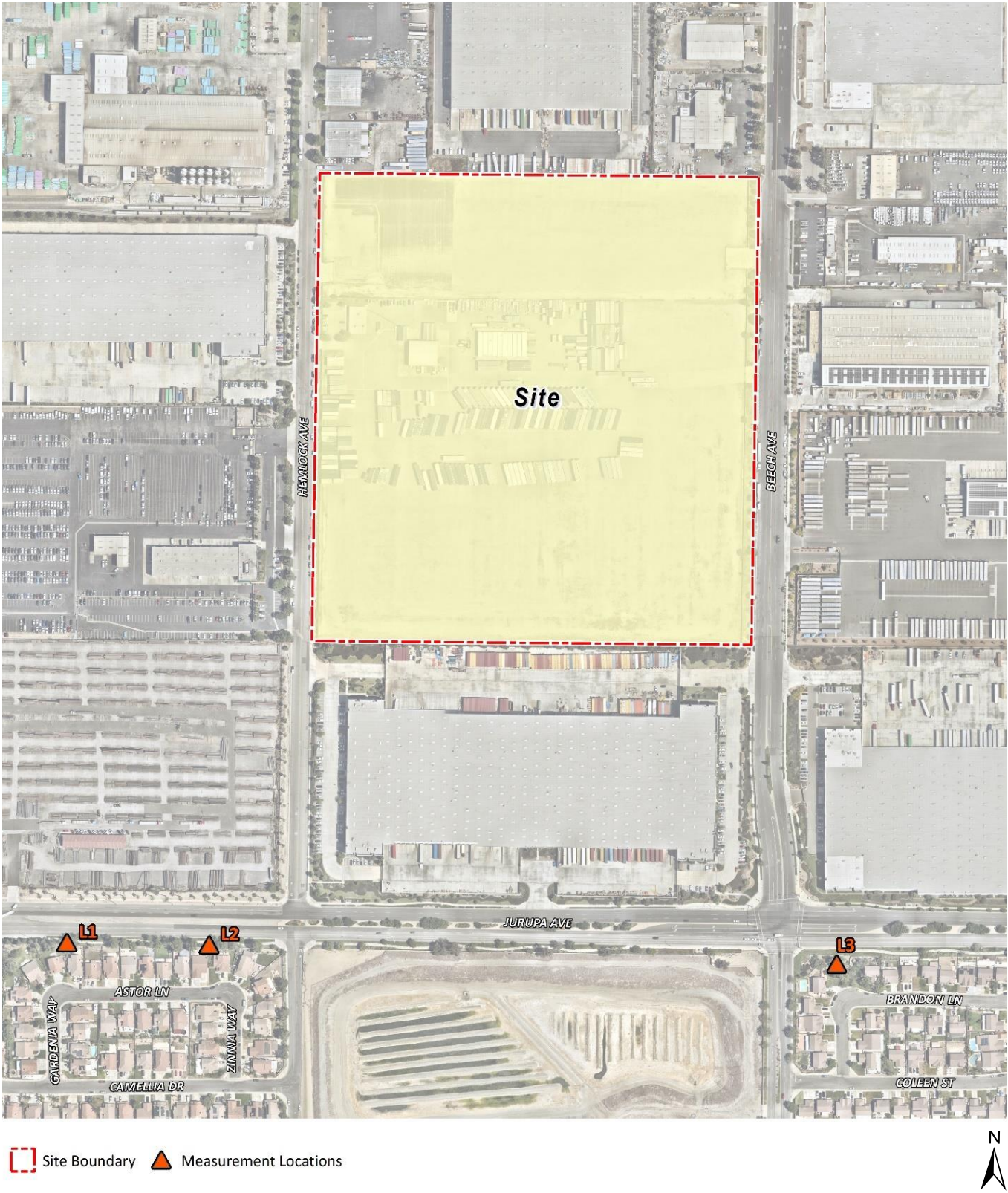
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

Noise Sensitive Receptor Locations



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Noise Measurement Locations



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Existing Vibration

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

5.3.4 THRESHOLDS OF SIGNIFICANCE

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

- NOI-1 Generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- NOI-2 Generate excessive groundborne vibration or groundborne noise levels;
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Initial Study Findings

The Initial Study established that the proposed Project would not result in impacts related to Threshold NOI-3; and no further assessment of this impact is required in this Draft Subsequent EIR.

Construction Noise and Vibration Thresholds

- If Project related construction activities:
 - Occur between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or 5:00 p.m. and 8:00 a.m. on Saturdays, or on Sundays or federal holidays (Fontana Municipal Code Section 18-63(b)(7)); or
 - Create noise levels which exceed the FTA's daytime 80 dBA Leq or nighttime 70 dBA Leq acceptable noise level thresholds at the nearby sensitive receiver locations;
- If Project-related construction activities generate vibration levels which exceed the Caltrans Transportation and Construction Vibration Guidance Manual vibration threshold of 0.3 PPV in/sec at nearby buildings.

Off-Site Traffic Noise

The City of Fontana has not established noise standards for traffic-related noise; therefore, for purposes of this CEQA analysis, standards from the Federal Interagency Committee on Noise (FICON) are used to evaluate the significance of Project-related traffic noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative exposure metrics, such as the average-daily noise level (i.e., CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. For example, if the ambient noise environment is very quiet and a new noise source substantially increases localized noise levels, a perceived impact may occur even though the numerical noise threshold might not be exceeded. Therefore, for the purpose of this analysis, a potentially significant noise impact would occur when the noise levels at existing and future noise-sensitive land uses (e.g., residential, etc.):

- Are less than 60 dBA CNEL and the Project creates a *readily perceptible* 5 dBA CNEL or greater project-related noise level increase; or
- Range from 60 to 65 dBA CNEL and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase; or
- Already exceeds 65 dBA CNEL, and the Project creates a community noise level impact of greater than 1.5 dBA CNEL.

When the noise levels at existing and future non-sensitive land uses (e.g., industrial, etc):

- Already exceeds 70 dBA CNEL, and the Project creates a *barely perceptible* 3 dBA CNEL or greater project-related noise level increase.

Operational Noise

- A potentially significant noise impact would occur if Project related operational noise levels:
 - Exceed the exterior 70 dBA L_{eq} daytime or 65 dBA L_{eq} nighttime noise level standards at nearby sensitive residential receiver locations (Fontana Municipal Code, Section 30-543).
- A potentially significant noise impact would occur if the existing ambient noise levels at the nearby noise-sensitive receivers:
 - Are less than 60 dBA L_{eq} and the Project creates a *readily perceptible* 5 dBA L_{eq} or greater Project-related noise level increase; or
 - Range from 60 to 65 dBA L_{eq} and the Project creates a *barely perceptible* 3 dBA L_{eq} or greater Project-related noise level increase; or
 - Already exceed 65 dBA L_{eq} , and the Project creates a community noise level increase of greater than 1.5 dBA L_{eq} .

Construction Standards

Though the City does not have daytime construction noise level limits for activities that occur with the specified hours of Section 18-63(b)(7), to determine potential CEQA noise impacts, construction noise was assessed using criteria from the Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table 5.3-3 shows the FTA's Detailed Assessment Construction Noise Criteria.

Table 5.3-3: Construction Noise Standards

Land Use	1-hour L_{eq} (dBA)
Daytime	80
Nighttime	70

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

Vibration Standards

The City of Fontana does not identify specific vibration level standards. Therefore, for analysis purposes, the Caltrans Transportation and Construction Vibration Guidance Manual, vibration damage thresholds are used in this noise study to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec) per the Caltrans damage threshold.

5.3.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The City's Municipal Code limits construction hours to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The FTA considers a daytime exterior construction noise level of 80 dBA Leq and a nighttime exterior construction noise level of 70 dBA Leq as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the FTA's threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. As detailed in Appendix F, Traffic Impact Analysis, Table 4-7, Trip Generation Comparison, the proposed Project is anticipated to generate a total increase of approximately 2,476 PCE daily trips, that includes 157 new a.m. peak hour trips and 189 new p.m. peak hour trips. The increase in noise levels generated by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Operations would primarily be conducted within the enclosed building, except for truck movement, vehicle parking, and the loading and unloading of trucks at loading docks. Secondary sources of noise would include loading dock activities, truck movement (including truck backup alarms), parking lot activity, and noise from heating, ventilation, and air conditioning units utilized by the new building on the Project site. The increase in noise levels generated by these activities have been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Project site. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the Federal Transit Administration (FTA). Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.3.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the SWIP SP FEIR

The SWIP SP FEIR describes that construction activities associated with implementation of the SWIP would be conducted within the allowable hours specified in the City's Municipal Code, and that implementation of Mitigation Measures 4.7-1a and 4.7-1b would reduce construction noise associated with future development to less than significant levels by limiting the hours of construction and establishing a method to address complaints.

The SWIP SP FEIR also describes that any new stationary noise source (i.e., generators, air compressors, loading bays, pumps, etc.) would be required to provide adequate sound attenuation such that City noise standards are achieved. Compliance with the City's standards and implementation of Mitigation Measure 4.7-2a would reduce potential stationary source noise impacts to less than significant levels.

Regarding roadway noise, the proposed Project would increase noise levels on the surrounding roadways. Therefore, Mitigation Measure 4.7-3a and 4.3-7b would ensure that new potential development would not exceed the goals of the City General Plan Noise Element and reduce vibration from railroad sources to a less than significant level. However, the SWIP SP FEIR determined that future noise impacts from mobile sources cannot be determined, and therefore, future mobile noise source impacts and related cumulative impacts would be significant and unavoidable.

The SWIP SP FEIR also describes that the Ontario International Airport is approximately 11 miles to the west and is not located within the 60 Ldn contour line of the airport, and the Project would not expose people residing or working in the SWIP area to excessive aircraft noise levels.

Proposed Project

The proposed Project would redevelop the 40.01-acre site with a two-story approximately 882,000 SF warehousing building. Approximately 25 percent of the warehousing square footage of the building (which is 220,500 SF) is analyzed for the storage of refrigerated goods. The facility would have 114 loading docks that would be located on the east and west sides of the building. Potential noise and vibration related impacts from redevelopment of the site are detailed below and focused on compliance with existing standards and impacts to the closest sensitive receptors to the Project site. Other sensitive land uses that are located at greater distances would experience lower noise and vibration levels due to the additional attenuation from distance and the shielding of intervening structures. The closest sensitive receptor locations that would experience the greatest noise and vibration from the Project site are evaluated.

IMPACT NOI-1: THE PROJECT WOULD NOT 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

Construction. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: demolition, excavation, and grading, building construction, architectural coating, paving. Noise levels generated by heavy construction equipment range from approximately 77 dBA L_{max} to 83 dBA L_{max} at 50 feet from the noise source, as shown on Table 5.3-4.

Table 5.3-4: Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L _{eq}) ¹	Combined Noise Level (dBA L _{eq}) ²	Combined Sound Power Level (PWL) ³
Demolition	Demolition Equipment	82	83	115
	Backhoes	74		
	Hauling Trucks	72		
Site Preparation	Crawler Tractors	78	80	112
	Hauling Trucks	72		
	Rubber Tired Dozers	75		
Grading	Graders	81	83	115
	Excavators	77		

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet (dBA L _{eq}) ¹	Combined Noise Level (dBA L _{eq}) ²	Combined Sound Power Level (PWL) ³
	Compactors	76		
Building Construction	Cranes	73	81	113
	Tractors	80		
	Welders	70		
Paving	Pavers	74	83	115
	Paving Equipment	82		
	Rollers	73		
Architectural Coating	Cranes	73	77	109
	Air Compressors	74		
	Generator Sets	70		

Source: Noise and Vibration Analysis (Appendix E)

¹ FHWA Roadway Construction Noise Model (RCNM).

² Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

³ Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calibrated using the CadnaA noise model at the reference distance to the noise source.

However, per Fontana Municipal Code Section 18-63(b)(7), noise sources associated with construction activities are exempt from the City's established noise standards as long as the activities do not take place between the hours of 6:00 p.m. and 7:00 a.m. on weekdays or 5:00 p.m. and 8:00 a.m. on Saturdays, or on Sundays or federal holidays. The proposed Project's construction activities would occur pursuant to these regulations (PPP NOI-1). Thus, the construction activities would be in compliance with the City's construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

As shown on Table 5.3-5, construction noise from the Project at the nearest receiver locations shown in Figure 5.3-3 would range from 54.1 to 55.6 dBA Leq, which would not exceed the 80 dBA L_{max} daytime construction noise level threshold at sensitive receptor locations. Therefore, impacts would be less than significant.

Table 5.3-5: Construction Noise Levels at Receptor Locations

Receiver Location	Construction Noise Levels (dBA L _{eq})						
	Demolition	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	54.1	51.1	54.1	52.1	54.1	48.1	54.1
R2	55.6	52.6	55.6	53.6	55.6	49.6	55.6
R3	55.4	52.4	55.4	53.4	55.4	49.4	55.4
R4	55.2	52.2	55.2	53.2	55.2	49.2	55.2

Source: Noise and Vibration Analysis (Appendix E)

In addition to regular construction activities, nighttime concrete pouring activities may occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building pad area. Concrete pour noise sources include concrete mixer truck movements and pouring activities, concrete paving equipment, rear mounted concrete mixer truck backup alarms, engine idling, air brakes, generators, and workers communicating. As shown on Table 5.3-6, the noise levels associated with the nighttime concrete pour activities (paving) are estimated to range from 39.4 to 40.9 dBA Leq and would not exceed the nighttime exterior construction noise level threshold of 70 dBA Leq. Therefore, impacts related nighttime concrete pour activities would be less than significant.

Table 5.3-6: Nighttime Concrete Pour Noise Levels

Receiver Location	Concrete Pour Construction Noise Levels (dBA Leq)		
	Exterior Noise Levels	Nighttime Threshold	Threshold Exceeded?
R1	39.4	70	No
R2	40.9	70	No
R3	40.7	70	No
R4	40.5	70	No

Source: Noise and Vibration Analysis (Appendix E)

Operation. To present the potential worst-case noise conditions, this analysis assumes the proposed warehouse building would be operational 24 hours per day, seven days per week. Consistent with similar warehouse uses, the business operations of the proposed Project would primarily be conducted within the enclosed building, except for traffic movement, parking lot activity, as well as loading and unloading of trucks at designated loading docks. The onsite noise sources are expected to include: loading dock activity, truck movements (including truck backup alarms), roof-top air conditioning units, and parking lot vehicle movements, and trash enclosure activity. The operational noise analysis includes the planned 14-foot-high screen walls surrounding the western and eastern loading dock areas, as shown on Figure 5.3-4.

The Noise Impact Analysis calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receptor locations. Table 5.3-7 shows that the Project operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. are expected to range from 40.3 to 42.7 dBA Leq.

Table 5.3-7: Daytime Operational Noise Levels at Receptor Location

Noise Source	(dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	40.1	41.3	42.5	42.1
Roof-Top Air Conditioning Units	21.7	23.2	23.8	23.5
Trash Enclosure Activity	11.1	12.2	16.5	16.2
Parking Lot Vehicle Movements	25.6	27.5	27.4	27.0
Truck Movements (including truck backup alarms)	14.9	15.1	14.5	14.6
Total (All Noise Sources)	40.3	41.6	42.7	42.3

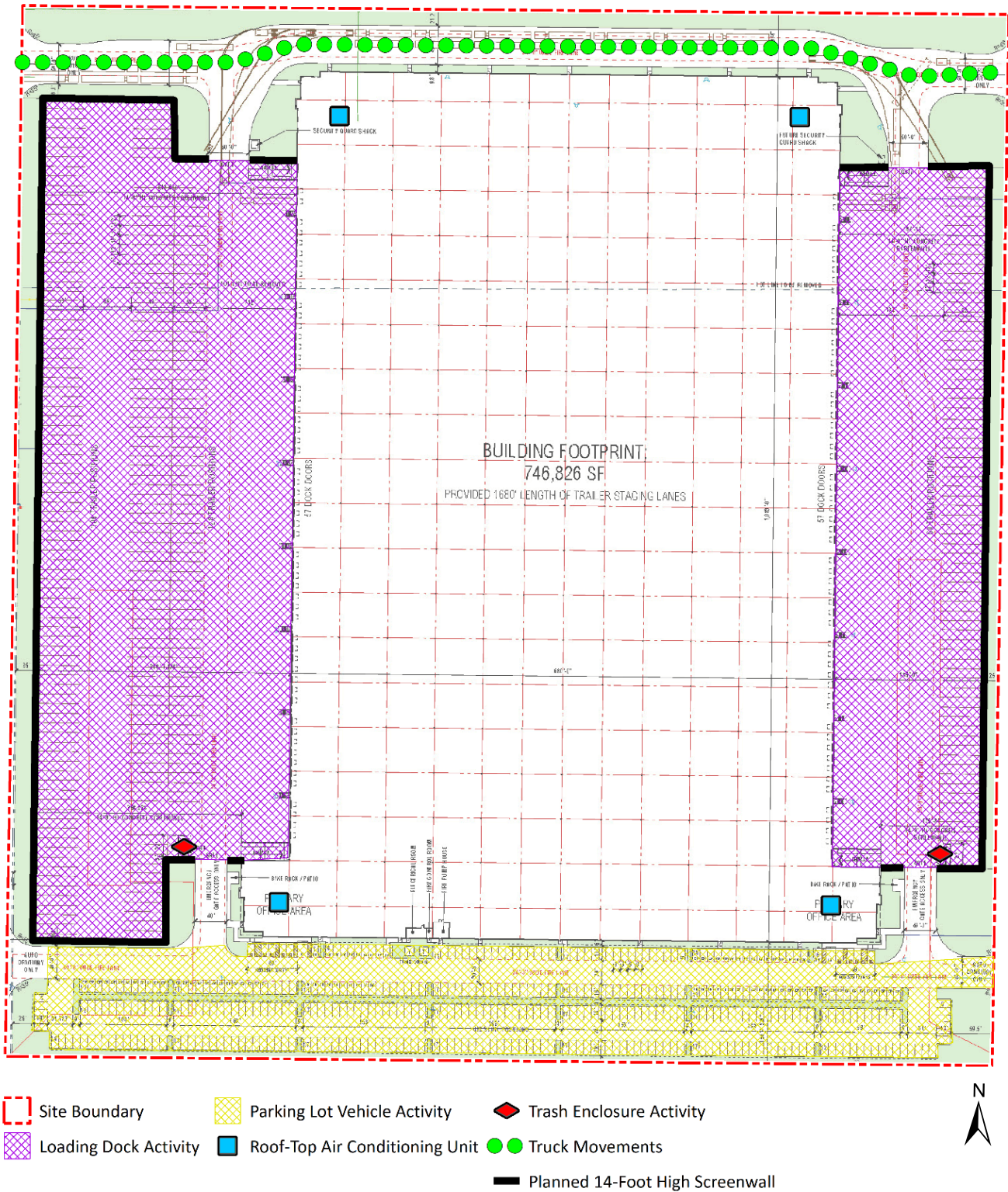
Source: Noise and Vibration Analysis (Appendix E)

Construction Noise Source and Receptor Locations



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Operational Noise Source Locations



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Table 5.3-8 shows the operational noise levels during the nighttime hours of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the sensitive receptor locations would range from 40.3 to 42.7 dBA Leq.

Table 5.3-8: Nighttime Operational Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA Leq)			
	R1	R2	R3	R4
Loading Dock Activity	40.1	41.3	42.5	42.1
Roof-Top Air Conditioning Units	19.3	20.8	21.4	21.1
Trash Enclosure Activity	7.1	8.2	12.5	12.2
Parking Lot Vehicle Movements	25.6	27.5	27.4	27.0
Truck Movements	14.9	15.1	14.5	14.6
Total (All Noise Sources)	40.3	41.5	42.7	42.3

Source: Noise and Vibration Analysis (Appendix E)

Operational Noise Municipal Code Compliance. As shown in Tables 5.3-9, these operational noise levels would not exceed the City's exterior noise level standards at all nearby sensitive receiver locations. Thus, operational impacts from the proposed Project would be less than significant.

Table 5.3-9: Operational Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA Leq)		Noise Level Standards (dBA Leq)		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.3	40.3	70	65	No	No
R2	41.6	41.5	70	65	No	No
R3	42.7	42.7	70	65	No	No
R4	42.3	42.3	70	65	No	No

Source: Noise and Vibration Analysis (Appendix E)

Operational Noise Level Increases. To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were compared to the existing ambient noise levels measurements at the nearby receiver locations. As shown in Tables 5.3-10 and 5.3-11, the Project will generate daytime operational noise level increases ranging from 0.0 to 0.1 dBA Leq at the nearest receiver locations, which would not exceed the threshold. Therefore, impacts would be less than significant.

Table 5.3-10: Daytime Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	40.3	L1	66.0	66.0	0.0	1.5	No
R2	41.6	L2	65.1	65.1	0.0	1.5	No
R3	42.7	L3	61.6	61.7	0.1	5.0	No
R4	42.3	L3	61.6	61.7	0.1	5.0	No

Source: Noise and Vibration Analysis (Appendix E)

Table 5.3-11: Nighttime Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	40.3	L1	69.8	69.8	0.0	1.5	No
R2	41.5	L2	67.6	67.6	0.0	1.5	No
R3	42.7	L3	64.0	64.0	0.0	5.0	No
R4	42.3	L3	64.0	64.0	0.0	5.0	No

Source: Noise and Vibration Analysis (Appendix E)

Off-Site Traffic Noise

Less than Significant Impact

The proposed Project would generate traffic-related noise from operation. As described in Section 3.0, *Project Description*, the proposed Project would be accessed from Hemlock Avenue and Beech Avenue. As detailed in Appendix F, Traffic Impact Analysis, Table 4-7, Trip Generation Comparison, the proposed Project is anticipated to generate a total increase of approximately 2,476 PCE daily trips, that includes 157 new a.m. peak hour trips and 189 new p.m. peak hour trips.

Table 5.3-12 shows that in the opening year (2024) traffic noise would range from 70.7 to 79.9 dBA. With Project conditions, noise would range from 70.5 to 80.0 dBA CNEL. Thus, with implementation of the Project, off-site traffic noise levels would increase by 0.0 to 2.7 dBA CNEL on the study area roadway segments.

Table 5.3-12: Opening Year with Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Incremental Noise Level Increase Threshold	
				No Project	With Project	Project Increment	Limit	Exceeded?
1	Cherry Av.	n/o Slover Av.	Non-Sensitive	79.9	80.0	0.1	3.0	No
2	Hemlock Av.	n/o Santa Ana Av.	Non-Sensitive	69.4	71.6	2.2	3.0	No
3	Hemlock Av.	s/o Santa Ana Av.	Non-Sensitive	67.8	70.5	2.7	3.0	No
4	Beech Av.	s/o Santa Ana Av.	Non-Sensitive	71.0	72.6	1.6	3.0	No
5	Citrus Av.	n/o Santa Ana Av.	Sensitive	76.3	76.6	0.3	1.5	No
6	Slover Av.	w/o Cherry Av.	Non-Sensitive	77.8	77.8	0.0	3.0	No
7	Slover Av.	w/o Hemlock Av.	Non-Sensitive	78.1	78.5	0.4	3.0	No
8	Santa Ana Av.	e/o Hemlock Av.	Non-Sensitive	70.7	70.9	0.2	3.0	No
9	Santa Ana Av.	e/o Beech Av.	Non-Sensitive	72.3	72.3	0.0	3.0	No
10	Santa Ana Av.	e/o Citrus Av.	Sensitive	72.2	72.2	0.0	1.5	No

Source: Noise and Vibration Analysis (Appendix E)

Based on the FICON guidance for impacts related to a permanent increase in baseline ambient noise levels, noise level increases of 5 dBA are readily perceptible and 3 dBA increases are barely perceptible. As the 2.7 dBA CNEL increase in ambient noise would not exceed the 3 dBA increase, impacts related to ambient traffic noise increases would be less than significant.

IMPACT NOI-2: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Less than Significant Impact

Construction. Construction activities for development of the Project would include excavation, and grading activities, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference velocity of 0.089 in/sec PPV at 25 feet, as shown in Table 5.3-13.

Table 5.3-13: Vibration Source Levels for Construction Equipment

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: Noise and Vibration Analysis (Appendix E)

Table 5.3-14 shows the Project related vibration levels at the closest receiver locations. At distances ranging from 918 to 1,107 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.001 in/sec PPV. Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), impacts would be less than significant.

Table 5.3-14: Construction Vibration Levels

Receiver	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	1,107	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R2	918	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R3	943	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No
R4	955	0.000	0.000	0.000	0.000	0.001	0.001	0.3	No

Source: Noise and Vibration Analysis (Appendix E)

Operation. Operation of the proposed warehouse would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. However, typical vibration levels for heavy truck activity at normal traffic speeds would be approximately 0.006 in/sec PPV, based on the FTA's *Transit Noise Impact and Vibration Assessment*. Truck movements onsite and on Hemlock Avenue, Beech Avenue, and other roadways to the freeway entrance would be travelling at very low speeds, so it is expected that truck vibration at nearby sensitive receivers would be less than the threshold of 0.3 in/sec PPV, and therefore, would be less than significant.

5.3.7 CUMULATIVE IMPACTS

Cumulative noise and vibration assessments consider development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the Project area (as shown on Figure 5-1, *Cumulative Projects*). As noise and vibration are localized phenomena, and drastically reduce in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise and/or vibration impacts. Therefore, the cumulative study area for noise impacts is the general vicinity of the Project site.

Buildout of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Municipal Code, Section 18-63(b)(7), limits construction noise to between 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 8:00 a.m. and 5:00 p.m. on Saturdays. Also, construction noise and vibration are localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to proposed Project construction activity, and those noise sources would need to result in a noise standard exceedance or substantial increase in ambient noise at a sensitive receptor.

As shown on Figure 5-1 in Section 5.0, *Environmental Impact Analysis*, the closest cumulative project (Project 6) is located adjacent to the northeast of the Project site and also consists of development of a warehouse, which is consistent with most of the cumulative projects listed in Table 5-1. Cumulative Project 6 is currently under construction. Thus, the timing of construction of the two projects would most likely not overlap; and any potential overlap would not both consist of grading, which involves the highest noise and most vibration. The next closest cumulative project (Project 35) is located approximately 1,000 feet to the northeast of the Project site and farther away from sensitive receptors. Project 35 is not approved and is currently undergoing the City's development review process. The timing of the potential construction of the Project 35 site is unknown. It is likely that construction of the two sites would not overlap and that the loudest construction equipment that generates the most vibration would not be used at the same time. However, even under this worst-case scenario, all construction activities would be required to comply with the municipal code requirements related to construction activities and the distance from sensitive receptors (a minimum of 918 feet) beyond Jurupa Avenue and the intervening structures would attenuate any noise or vibration from the cumulative projects, whether occurring separately or simultaneously. The loudest construction noise from the Project site, which is closest to the sensitive receptors, would be under 56 dBA, which is far below the 80 dBA daytime and 70 dBA nighttime thresholds and less than significant. Likewise, the highest construction vibration of 0.001 PPV in/sec is so far below the 0.3 PPV in/sec threshold that its potential to cumulatively combine is less than significant. Thus, cumulative construction noise and vibration impacts would be less than significant.

Operation of the proposed Project in combination with other nearby projects would result in an increase in ambient noise. However, all development projects would be subject to the operational noise standards established by the General Plan and Municipal Code, which would ensure that noise from new uses would

stay below City standards and therefore not combine with other development projects to be cumulatively significant. As detailed previously, the Project includes 14-foot-high screen walls that would reduce noise generated from the Project operations. Table 5.3-9 shows that noise would be a maximum of 42.7 dBA Leq, which is far below the municipal code requirement and would only increase ambient noise by 0.1 dBA Leq at the nearest receiver location, which is less than cumulatively considerable. In addition, Table 5.3-12 shows the cumulative Project traffic noise condition and identifies that impacts would not exceed thresholds, and would therefore, be less than cumulatively considerable. Overall, cumulatively considerable noise and vibration impacts would be less than significant.

5.2.8 EXISTING REGULATIONS, PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Code of Regulations, Title 24
- Fontana Municipal Code Section 30-543
- Fontana Municipal Code Section 18-63(b)(7)

Plans, Programs, or Policies (PPPs)

PPP NOI-1: Construction Noise. As required by Fontana Municipal Code Section 18-63(b)(7), construction activities shall only take place between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Construction activities conducted outside of these hours would require previous approval from the City of Fontana.

5.3.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **less than significant**:

- Impact NOI-1: The proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Impact NOI-2: The proposed Project would not generate excessive groundborne vibration or groundborne noise levels.

However, the proposed Project would implement all of the applicable SWIP SP FEIR mitigation measures, as detailed below.

5.3.10 MITIGATION MEASURES

SWIP SP FEIR Mitigation Measures

SWIP SP FEIR Mitigation Measure 4.7-1a: The following measures shall be implemented when construction is to be conducted within 500 feet of any sensitive structures or has the potential to disrupt classroom activities or religious functions.

- The City shall restrict noise intensive construction activities to the days and hours specified under Section 18-63 of the City of Fontana Municipal Code. These days and hours shall also apply any servicing of equipment and to the delivery of materials to or from the site.
- All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have an unmuffled exhaust.

- The City shall require that the contractor maintain and tune-up all construction equipment to minimize noise emissions.
- Stationary equipment shall be placed so as to maintain the greatest possible distance to the sensitive use structures.
- All equipment servicing shall be performed so as to maintain the greatest possible distance to the sensitive use structures.
- If construction noise does prove to be detrimental to the learning environment, the City shall allow for a temporary waiver thereby allowing construction on Weekends and/or holidays in those areas where this construction is to be performed in excess of 500 feet from any residential structures.
- The construction contractor shall provide an on-site name and telephone number of a contact person. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. In the event that construction noise is intrusive to an educational process, the construction liaison will revise the construction schedule to preserve the learning environment.

Proposed Project Applicability: Mitigation Measure 4.7-1a is not applicable to the proposed Project because the Project site is not located within 500 feet of any sensitive structures, classroom activities, or religious functions.

SWIP SP FEIR Mitigation Measure 4.7-1b: Should potential future development facilitated by the proposed project require off-site import/export of fill material during construction, trucks shall utilize a route that is least disruptive to sensitive receptors, preferably major roadways (Interstate 10, Interstate 15, State Route 60, Sierra Avenue, Beech Avenue, Jurupa Avenue, and Slover Avenue). Construction trucks should, to the extent practical, avoid the weekday and Saturday a.m. and p.m. peak hours (7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.).

Proposed Project Applicability: The Project is not anticipated to require import or export of fill material. However, Mitigation Measure 4.7-1b will be included in the Project MMRP in case import or export of fill material is required.

SWIP SP FEIR Mitigation Measure 4.7-2a: No new industrial facilities shall be constructed within 160 feet of any existing sensitive land use property line without the preparation of a dedicated noise analysis. This analysis shall document the nature of the industrial facility as well as “noise producing” operations associated with that facility. Furthermore, the analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify very specific measures to be employed by the industrial facility to ensure that these levels do not exceed those City noise requirements of 65 dBA CNEL. Such measures could include, but are not limited to, the use of enclosures for noisy pieces of equipment, the use of noise walls and/or berms for exterior equipment and/or on-site truck operations, and/or restrictions on hours of operations. No development permits or approval of land use applications shall be issued until the noted acoustic analysis is received and approved by the City Staff.

Proposed Project Applicability: Mitigation Measure 4.7-2a is not applicable to the proposed Project because the Project site is not located within 160 feet of any existing sensitive land use property line. However, a Noise and Vibration Analysis has been prepared for the Project and is included as Appendix E.

SWIP SP FEIR Mitigation Measure 4.7-3b: Prior to issuance of a grading permit, a developer shall contract for a site-specific noise study for the parcel. The noise study shall be performed by an acoustic consultant experienced in such studies and the consultant's qualifications and methodology to be used in the study must be presented to City staff for consideration. The site-specific acoustic study shall specifically identify potential noise impacts upon any proposed sensitive uses (addressing General Plan buildout conditions), as well as potential project impacts upon off-site sensitive uses due to construction, stationary and mobile noise sources. Mitigation for mobile noise impacts, where identified as significant, shall consider facility siting and truck routes such that project-related truck traffic utilizes existing established truck routes. Mitigation shall be required if noise levels exceed 65 dBA, as identified in Section 30-182 of the City's Municipal Code.

Proposed Project Applicability: Mitigation Measure 4.7-3b is applicable to the proposed Project and has been completed. A Noise and Vibration Analysis has been prepared for the Project and is included as Appendix E.

Proposed Project Mitigation Measures

No new mitigation measures are required for the proposed Project.

5.3.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Impact NOI-1 and Impact NOI-2 would be less than significant.

REFERENCES

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

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

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

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

California Department of Transportation. Transportation and Construction Vibration Guidance Manual. April 2020.

Environmental Protection Agency Office of Noise Abatement and Control. 1974. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. EPA/ONAC 550/9/74-004. Accessed:

<https://nepis.epa.gov/Exe/ZyPDF.cgi/2000L3LN.PDF?Dockey=2000L3LN.PDF>

Federal Transit Administration Transit Noise and Vibration Impact Assessment. Accessed:

https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

Urban Crossroads “Hemlock Avenue Noise and Vibration Analysis” 2023. Appendix E

5.4 Transportation

5.4.1 INTRODUCTION

This section describes the existing transportation and circulation conditions and evaluates the potential transportation impacts from implementation of the proposed Project. This analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on vehicle miles traveled (VMT). The analysis in this section is based on the following:

- *City of Fontana General Plan Update 2015-2035, 2018*
- *City of Fontana General Plan Update 2015-2035 Environmental Impact Report, 2018*
- *Southwest Industrial Park Specific Plan, 2012*
- *Southwest Industrial Park (SWIP) Specific Plan Update and Annexation, 2012*
- *City of Fontana Municipal Code*
- *Hemlock Avenue Traffic Analysis, Appendix F.*

5.4.2 REGULATORY SETTING

5.4.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.4.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in September 2020. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in the RTP/SCS, that the six-county region will have to accommodate 22.5 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air

Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's congestion management agency. SBCTA prepares, monitors, and periodically updates the County Congestion Management Program (CMP) to meet the federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures, the process for mitigation of impacts of new development on the transportation system, and technical justification for the approach. The San Bernardino County CMP sets a LOS standard of E for intersections or roadway segments on the CMP system of roadways. Citrus Avenue and Jurupa Avenue are CMP roadways in the Project area.

San Bernardino County Measure I Strategic Plan

San Bernardino County Measure I authorizes a half-cent sales tax in the County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development projects pay fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan is the official guide for the allocation and administration of the combination of local transportation sales tax, state, and federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a Development Impact Fee (DIF) program that is consistent with Measure I requirements.

5.4.2.3 Local Regulations

City of Fontana Development Impact Fee Program

The City of Fontana has implemented a DIF Program to collect fees from new development that may be used to mitigate the additional traffic burdens created by new development to the City's arterial and collector street system. The identification of specific roadway and intersection improvement projects and the timing to use the DIF fees is established through periodic capital improvement programs which are overseen by the City's Public Works Department. The proposed Project would be subject to the DIF Program and would be required to pay fees as part of permit approval.

City of Fontana General Plan

The City of Fontana General Plan Community Mobility and Circulation Element also contains the following policies related to transportation that are applicable to the Project:

Goal The City of Fontana has a comprehensive and balanced transportation system, with safety and multimodal accessibility the top priority of citywide transportation planning, as well as accommodating freight movement.

Policy

- Provide roadways that serve the needs of Fontana residents and commerce, and that facilitate safe and convenient access to transit, bicycle facilities, and walkways.

Goal Fontana's road network is safe and accessible to all users, especially the most vulnerable such as children, youth, older adults and people with disabilities.

Policy

- Support designated truck routes that avoid negative impacts on residential and commercial areas while accommodating the efficient movement of trucks.

Goal Local transit within the City of Fontana is a viable choice for residents, easily accessible and serving destinations throughout the City.

Policy

- Promote concentrated development patterns in coordination with transit planning to maximize service efficiency and ridership.

Goal The city has attractive and convenient parking facilities, including electric charging stations, for both motorized and non-motorized vehicles that meet needs that fit the context.

Policies

- Provide sufficient motor vehicle and secure bicycle parking in commercial and employment centers to support vibrant economic activity.
- Encourage approaches that reduce the overall number of new parking spaces that must be provided on-site for new development.

City of Fontana Municipal Code

Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards. Establishes sustainability standards applicable to all warehouse development projects. The standards related to transportation include the following:

- Orientation of loading docks and truck entries away from sensitive receptors;
- Prohibiting idling for more than three minutes;
- Requiring each warehouse development to prepare and implement a Truck Routing Plan that utilizes designated truck routes and avoids routes that pass sensitive receptors, to the greatest extent possible;
- Installation of signs at all truck exit driveways directing truck drivers to the truck route as indicated in the truck routing plan and state highway system.
- Installation of signs in public view with contact information for a local designated representative who works for the facility operator and who is designated to receive complaints about truck and parking complaints for the site. Any complaints made to the facility operator's designee shall be answered within 72 hours of receipt.
- Facilities with a building or buildings larger than 400,000 total square feet shall include a truck operator lounge equipped with clean and accessible amenities such as restrooms, vending machines, television, and air conditioning.
- Bicycle racks are required and shall include locks as well as electric plugs to charge electric bikes. The racks shall be located as close as possible to employee entrances.

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

5.4.3 ENVIRONMENTAL SETTING

Existing Roadway Network

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

- **Interstate 10.** The Interstate (I) 10 provides regional access to the Project site and is located approximately 0.9 mile north of the Project site and accessible via the Citrus Avenue interchange. In this location, the freeway consists of four lanes in both directions. From Citrus Avenue, the I-10 connects to I-15 approximately 5 miles to the west and State Route (SR) 215 approximately 14 miles east.
- **Interstate 15.** The Interstate (I) 15 provides regional access to the Project site and is located approximately 5 miles west of the Project site and accessible via the Jurupa Avenue interchange. In this location, the freeway consists of four lanes in both directions.
- **Citrus Avenue.** Access to and from the Project site from I-10 is provided by Citrus Avenue, which is a north-south roadway that is east of the Project site and is identified as a primary highway by the City's General Plan. Citrus Avenue has four lanes of travel and Class II bike lane north of Santa Ana Avenue in both directions. A Class II bike lane is provided by a stripe on the pavement. Citrus Avenue has sidewalks on both sides of the street near the intersection of Santa Ana Avenue.
- **Cherry Avenue.** Access to and from the Project site from I-10 is provided by Cherry Avenue, which is a north-south roadway that is west of the Project site and is identified as a major highway by the City's General Plan. Cherry Avenue has six lanes of travel and Class II bike lanes on both directions. Portions of Cherry Avenue, near I-10, have sidewalks.
- **Hemlock Avenue.** Hemlock Avenue is a north-south roadway that is adjacent to the west of the Project site and would provide driveway access to the Project at two locations. Hemlock Avenue is identified as a collector street by the City's General Plan. Hemlock Avenue has two lanes of travel and a sidewalk across the street from the Project site.
- **Beech Avenue.** Beech Avenue is a north-south roadway that is adjacent to the east of the Project site and would provide driveway access to the Project at two locations. Beech Avenue is identified as a primary highway by the City's General Plan. Beech Avenue has four lanes of travel and a sidewalk across the street from the Project site. Additionally, the General Plan includes planned Class II bike facilities (striped, on-street bike lanes) for Beech Avenue.
- **Slover Avenue.** Slover Avenue is an east-west roadway that is north of the Project site. Slover Avenue is identified as a primary highway by the City's General Plan. Slover Avenue has four lanes of travel and sidewalks on both sides of the street. Slover Avenue connects to both Cherry Avenue and Citrus Avenue, which provides access to the I-10.
- **Santa Ana Avenue.** Santa Ana Avenue is a four-lane east-west roadway, mostly lined with landscaped sidewalks, that is to the north of the Project site. Santa Ana Avenue connects to Citrus Avenue, which provides access to the I-10. The roadway is identified as a secondary highway by the City's General Plan. Additionally, the General Plan includes planned Class II bike facilities (striped, on-street bike lanes) for Santa Ana Avenue.
- **Redwood Avenue.** Redwood Avenue is a north-south roadway that is west of the Project site. Redwood Avenue is identified as a collector street by the City's General Plan. Redwood Avenue has two lanes of travel.

- **Live Oak Avenue.** Live Oak Avenue is a north-south roadway to the west of Project site, designated as a collector street in the General Plan. Live Oak Avenue is a two-lane roadway.
- **Elm Avenue.** Elm Avenue is a north-south roadway to the west of the Project site, designated as a collector street in the General Plan. Elm Avenue is a two-lane roadway with sidewalks near the intersection of Santa Ana Avenue.
- **Catawba Avenue.** Catawba Avenue is a two-lane north-south roadway, designated as a collector street in the General Plan. The roadway is to the east side of the Project site. Catawba Avenue has two lanes of travel with sidewalks near the intersection of Santa Ana Avenue.
- **Jurupa Avenue.** Jurupa Avenue is an east-west six lane divided roadway with a landscaped median that is located to the south of the Project site. Jurupa Avenue is identified as a Modified Major Highway by the City's General Plan and connects to I-15 that is approximately 5 miles west of the site. Jurupa Avenue is identified as a primary highway in the City's General Plan.

Existing Truck Routes

The General Plan Update Appendix B page 81, *Trucking Network*, shows that Santa Ana Avenue and Slover Avenue to the north, Cherry Avenue to the east, Beech Avenue and Citrus Avenue to the east, and Jurupa Avenue to the south are the General Plan designated truck routes in the vicinity of the Project site.

Existing Traffic Volumes and Intersection Operations

The Project site is currently occupied with light industrial uses that include: leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site is developed with one building and three modular buildings, which total 11,590 square feet. To identify existing traffic from the current use, traffic counts were collected on October 18th and October 19th, 2022 (Tuesday and Wednesday), which determined that the site currently generates an average of 62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips. This equates to 78 PCE trips per day, with 13 PCE AM peak hour trips and 6 PCE PM peak hour trips.

Existing Site Access

Access to the Project site is provided by Interstate 10 (I-10) to the north from either the Cherry Avenue or Citrus Avenue exits; from State Route 60 (SR-60) to the south from the Country Village Road exit; and from Interstate 15 (I-15) to the west from the East Jurupa Street exit. Each of these routes connects to Santa Ana Avenue and Jurupa Avenue, that both connect to Hemlock Avenue to the west and Beech Avenue to the east that provide access to the site.

Existing Transit Service

OmniTrans provides bus service in the City. Route 82, along Jurupa Avenue, is the closest route to the Project site. Route 82 runs along Milliken Avenue, Jurupa Avenue, and Citrus Avenue; with stops at Victoria Gardens, Kaiser High School, and Summit High School. The closest bus stops to the Project site are located 0.25 mile south at the intersections of Jurupa Avenue and both Hemlock Avenue and Beech Avenue.

Existing Bicycle and Pedestrian Facilities

Citrus Avenue has Class II bicycle lanes north of Santa Ana Avenue in both directions. The City's General Plan identifies proposed Class II bicycle lanes along Poplar Avenue adjacent to the project and Santa Ana Avenue to the north.

Sidewalks currently exist on Beech Avenue across the street from the Project site, which connects to sidewalks along Santa Ana Avenue. The sidewalks along Santa Ana Avenue connect to various north-south roadways that include: Elm Avenue, Polar Avenue, Catawba Avenue, and Citrus Avenue. Sidewalks also line most of both sides of Jurupa Avenue, which is an east-west roadway to the south of the Project site.

Existing Vehicle Miles Traveled

The San Bernardino County Transportation Authority (SBCTA) provides VMT data for each of its member agencies and for the County of San Bernardino region via its San Bernardino Transportation Analysis Model (SBTAM). The SBTAM identifies a baseline VMT per service population or employee value, which calculates the number of daily vehicles miles traveled by each member of the “service population” or employee. The service population includes both employees and residents, or employee depending on the project area and types of projects being proposed.

The Project site has a General Plan Land Use designation of General Industrial (I-G) and a SWIP designation of Slover Central Manufacturing/Industrial District (SCD) and is currently developed with light industrial uses. Employees for the Project site and surrounding SWIP area travel from surrounding cities in the region. The 2022 VMT for San Bernardino County is 16.9 VMT per employee.

5.4.4 THRESHOLDS OF SIGNIFICANCE

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

- TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
- TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
- TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- TR-4 Result in inadequate emergency access.

Initial Study Findings

The Initial Study established that the proposed Project would not result in impacts related to Thresholds TR-3 and TR-4; and no further assessment of these impacts is required in this Draft Subsequent EIR.

Vehicle Miles Traveled Significance Criteria

State CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 miles of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Fontana’s *Transportation Impact Analysis Guidelines* were adopted in October 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If the project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. **Transit Priority Area (TPA) Screening:** Projects located within a TPA¹ may be presumed to have a less than significant impact.
2. **Low VMT Screening Area:** Projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. The San Bernardino County Transportation Authority screening tool identifies low VMT areas throughout the County.
3. **Local Serving Land Use Projects:** Local serving retail projects of less than 50,000 square feet may be presumed to have a less than significant impact as they improve destination proximity and lead to shorter trip lengths.
4. **Less than 500 Net Daily Trips:** Projects that generate less than 500 net average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

Pursuant to the City's *Transportation Impact Analysis Guidelines*, projects that are not screened through the thresholds listed above would require VMT modeling using the San Bernardino Transportation Analysis Model (SBTAM) to determine if it would have a significant VMT impact. Based on the SBTAM modeling, a project would result in a significant project-generated VMT impact if either of the following conditions are met:

1. The baseline project-generated VMT per employee exceeds 15% below the baseline County of San Bernardino VMT per employee, or
2. The cumulative project-generated VMT per employee exceeds 15% below the baseline County of San Bernardino VMT per employee.

The County of San Bernardino baseline (2022) VMT per employee is 16.9, and the City's adopted impact threshold of 15 percent below the regional baseline is 14.4 VMT per employee.

5.4.5 METHODOLOGY

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this analysis has been prepared in accordance with CEQA requirements to evaluate potential transportation impacts based on VMT. The City of Fontana *Transportation Impact Analysis Guidelines* provides criteria for projects that would be considered to have a less-than significant impact on VMT and therefore could be screened out from further analysis; and those that would have the potential to result in a VMT impact and therefore, require a VMT analysis based on VMT reduction thresholds. Consistent with the City Guidelines, the VMT screening thresholds were used to identify if the Projects could have an impact on VMT, which is detailed below. Trips generated by the proposed Project have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021.

5.4.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the SWIP SP FEIR

The SWIP SP FEIR determined that with buildout of the SWIP, a total of 10 deficient roadway segments and 19 deficient intersections would occur. The SWIP SP FEIR also determined that upon implementation of Mitigation Measures 4.9-1dd through 4.9-1II, which include a range of new roadway construction, roadway widenings, signalizations, and intersection improvements, identified facilities would operate at a satisfactory level of service based on agency criteria. However, since the majority of the recommended improvements

¹ A TPA is defined as a half mile area around an existing major transit stop or an existing stop along a high quality transit corridor per the definitions of Pub. Resources Code, § 21064.3 and Pub. Resources Code, § 21155.

were not funded or are outside of the City of Fontana's jurisdiction, implementation of these improvements could not be assured, and impacts were determined to be significant and unavoidable. The SWIP SP FEIR also determined that due to compliance with existing safety design standards, as verified through development permitting, the SWIP would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or result in impacts related to emergency access.

IMPACT TR-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Less than Significant

The following analysis has been prepared pursuant to SB 743, which requires that VMT thresholds be utilized for traffic analysis, and State CEQA Guidelines Section 15064.3 that states that a project's effect on automobile delay shall not constitute a significant environmental impact.

Roadway: Regional roadway access to the Project site is provided by I-10 to the north from either the Cherry Avenue or Citrus Avenue exits; from SR-60 to the south from the Country Village Road exit; and from I-15 to the west from the East Jurupa Street exit. Each of these routes connects to Santa Ana Avenue and Jurupa Avenue, that both connect to Hemlock Avenue adjacent on the west of the site, and Beech Avenue adjacent to the east of the site.

The proposed Project includes installation of new sidewalks, curbs, and gutter improvements along the Hemlock Avenue and Beech Avenue frontages of the Project site. Truck access to the proposed Project would be provided by a dedicated truck driveway on Hemlock Avenue and a dedicated truck driveway on Beech Avenue within the northern portion of the site. Separate vehicular driveways within the southern portion of the site would also be provided from Hemlock Avenue and Beech Avenue. All of the Project driveways would be ensured to meet the City's traffic engineering design standards through the City's development review and permitting approval process; and therefore, would not conflict with the City's circulation system requirements.

The proposed Project would connect to the existing roadways system to convey traffic to and from the nearby freeways. The proposed Project would not alter any existing roadways. However, as described previously, the SWIP SP FEIR includes various roadway improvement mitigation measures that are required for development of the SWIP Specific Plan area. These measures implement roadway capacity improvements to provide for vehicular circulation in the SWIP SP area as intended by the SWIP. The measures that are applicable to the Project would be implemented through the City's development review and permitting approval process. Because the proposed Project would connect to the existing circulation system and implement the SWIP FEIR required measures, along with the City's design standards, it would not result in a conflict with a circulation system plan, program, or ordinance; and impacts would be less than significant.

Transit: As described previously, the Project vicinity is served by OmniTrans Route 82, and the closest bus stop is located 0.25 mile south of the Project site. This existing transit service would continue to serve its ridership in the area and may also serve employees of the Project. The proposed Project would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, Class II bicycle lanes currently exist on Citrus Avenue and the General Plan includes Class II bicycle lanes along Poplar Avenue and Santa Ana Avenue. The Project would not result in any conflicts with the existing or planned bike lanes. Thus, impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist on Beech Avenue across the street from the Project site. Implementation of the Project would include roadway improvements that include new sidewalks along the Project frontages of both Hemlock Avenue and Beech Avenue. Because no sidewalks currently exist along the Project site frontages, the Project would improve pedestrian facilities and the sidewalk network. The proposed Project would not conflict with pedestrian facilities, but instead would provide additional facilities. Thus, impacts related to pedestrian facilities would not occur.

IMPACT TR-2: THE PROJECT WOULD NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B) REGARDING VEHICLE MILES TRAVELED.

Less than Significant

As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts. The City of Fontana's *Transportation Impact Analysis Guidelines* contain the following screening thresholds to assess whether a project has the potential to result in an impact and further VMT analysis is required. If the Project meets any of the following screening thresholds, then the VMT impact of the Project is considered less than significant and further VMT analysis is not required. If none of the criteria are met the Project requires VMT modeling to determine if VMT thresholds are exceeded.

1. Projects located within a TPA.
2. Projects within a low VMT screening area.
3. Local serving land use projects.
4. Projects generating less than 500 net ADTs.

The applicability of each screening criteria in comparison to the proposed Project is discussed below.

Screening Criteria 1 - Transit Priority Area Screening: According to the City's guidelines, projects located in a TPA may be presumed to have a less than significant impact. This presumption, however, may not be appropriate if a project:

- Has a Floor Area Ratio (FAR) of less than 0.75;
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The Project site is not located in a TPA and the Project would result in a FAR of less than 0.75; therefore, the Project **would not** satisfy the requirements of Screening Criteria 1 – TPA screening.

Screening Criteria 2 - Low VMT Area Screening: The City's guidelines include a screening threshold for projects located in a low VMT generating area. A Low VMT generating area is defined as traffic analysis zones (TAZs) with a total daily VMT/Worker that is 15% less than the baseline level. The Project site was evaluated using the SBCTA VMT Screening Tool (SBCTA VMT Screening Tool (arcgis.com)). As shown in Figure 5.4-1, the 2022 VMT/Worker for the jurisdiction is 16.9 and the VMT/Worker for the TAZ that includes the Project site is 19, which is above the jurisdiction average; and therefore, **would not** meet Screening Criteria 2 – Low-VMT Area Screening.

Screening Criteria 3 – Low Project Type: According to the City's guidelines, projects which propose local serving retail (retail projects less than 50,000 square feet) or other local serving uses would have a less than significant impact on VMT. The types of projects considered local serving include supermarkets, hair/nail

salon, walk-in medical clinics/urgent care, K-12 schools, day care centers, and community institutions such as libraries, fire stations, etc. The proposed Project does not consist of a local serving land use. Therefore, it **would not** satisfy the requirements for Screening Criteria 3– Low Project Type.

Screening Criteria 4 – Net Daily Trips less than 500 ADT: According to the City’s guidelines, projects which would generate fewer than 500 net ADT would not cause a substantial increase in the total citywide or regional VMT.

As shown in Table 5.4-1, the SWIP SP EIR Traffic Analysis identified that buildout of the Project site would generate 2,966 ADT, with 353 AM peak hour trips and 362 PM peak hour trips (in actual vehicles).

Table 5.4-1: SWIP Trip Generation Summary

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
SWIP SCD Total Trip Generation ¹	3,601.531 TSF	1,139	296	1,435	453	1,020	1,473	12,106
SWIP SCD Trip Rate		0.32	0.08	0.40	0.13	0.28	0.41	3.36
Project Site Trip Generation per SWIP SCD	882.008 TSF	282	71	353	115	247	362	2,966

Source: Traffic Analysis, Appendix F

¹Source: SWIP Project Traffic Analysis, 2011.

TSF = thousand square feet

Table 5.4-2 provides a comparison of the proposed Project’s trip generation and the trip generation identified for the site from the SWIP SP EIR traffic analysis. The comparison shows that the proposed Project would generate 1,368 fewer ADT, with 216 fewer AM peak hour trips and 217 fewer PM peak hour trips. Therefore, because the Project would not generate an increase of more than 500 ADT, it **would** satisfy the requirements for Screening Criteria 4 – Net Daily Trips less than 500 ADT. Therefore, the Project would result in a less than significant related to VMT, and further VMT analysis and/or mitigation is not required.

Table 5.4-2: SWIP and Project Trip Generation Comparison (Actual Vehicles)

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Project Site Trip Generation per SWIP SCD	282	71	353	115	247	362	2,966
Proposed Project (Actual Vehicles)	105	32	137	41	104	145	1,598
Difference in Vehicle Trips	-177	-39	-216	-74	-143	-217	-1,368

Source: Traffic Analysis, Appendix F

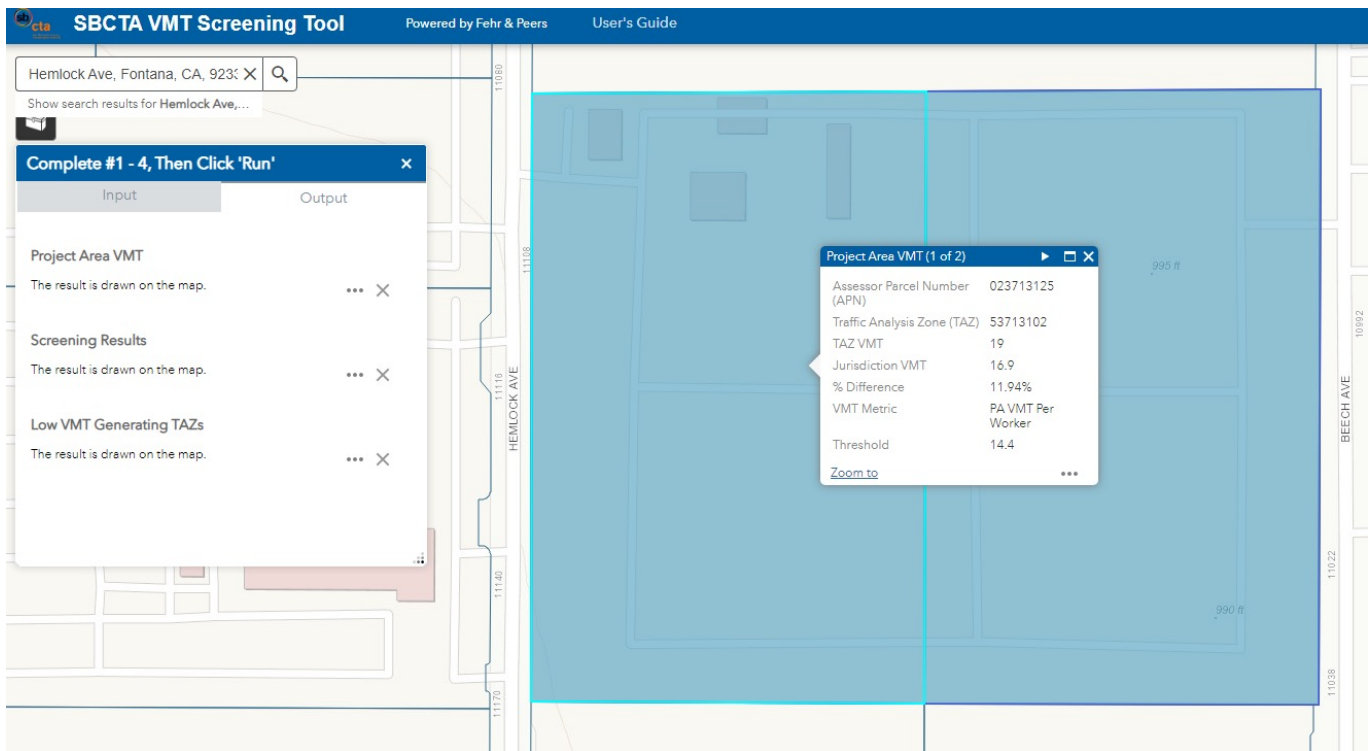
5.4.7 CUMULATIVE IMPACTS

Less than Significant

Roadway, Transit, Bicycle, and Pedestrian Networks

The proposed Project would connect to the existing roadways and particulate in SWIP SP FEIR identified roadway improvement measures that are applicable to the Project through payment of DIF fees that would reduce the Project’s potential to be incrementally considerable. Also, as the proposed Project would implement the City’s design standards, it would not result in a potential conflict with a circulation system plan, program, or ordinance related to roadways that could be cumulatively considerable.

VMT Screening Tool Results



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The Project would provide sidewalks across the site frontages to link the existing sidewalks and increase pedestrian facilities in the area. The proposed Project would not alter or impact any existing transit or bicycle facilities. The Project would not result in impacts to these facilities and would not contribute to cumulative impacts in combination with past, present, and probable future projects. Thus, the proposed Project would not result in cumulative impacts related to bicycle, transit, or pedestrian facilities.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Fontana, and the information utilized in the analysis of VMT are the projections contained within the SBTAM model. As detailed previously, the proposed Project would result in a reduction in vehicle trips in comparison to those identified by the SWIP SP EIR Traffic Analysis, and the Project would not result in a net increase in 500 or more daily trips. Therefore, cumulative impacts related to VMT would be less than significant and would not be cumulatively considerable.

5.4.8 EXISTING REGULATIONS AND PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- SB 743
- SCAG 2022 - 2045 Regional Transportation Plan/Sustainable Communities Strategy
- City of Fontana DIF Program
- City of Fontana Municipal Code Chapter 9, Section V: Industrial Commerce Centers Sustainability Standards

Plans, Programs, or Policies (PPPs)

None.

5.4.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impact would be **less than significant**:

- Impact TR-1: The proposed Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- Impact TR-2: The proposed Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

5.4.10 MITIGATION MEASURES

SWIP SP FEIR Mitigation Measures

SWIP SP FEIR Mitigation Measure 4.9-1a: Mulberry Avenue – Consistent with City of Fontana Circulation Master Plan, construct Mulberry Avenue connection from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Etiwanda Avenue and Cherry Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1a is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Mulberry Avenue from Slover Avenue to Valley Boulevard (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1b: Beech Avenue – Consistent with City of Fontana Circulation Master Plan, construct Beech Avenue from Slover Avenue to Valley Boulevard including an interchange with I-10. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity and freeway access, reducing forecast traffic on Cherry Avenue and Citrus Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1b is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Beech Avenue from Slover Avenue to Valley Boulevard (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1c: Jurupa Avenue between Etiwanda Avenue and Mulberry Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a four-lane divided roadway segment to a six-lane divided roadway segment. This improvement is included in the City of Fontana 7-Year Capital Improvement Program but is not yet fully funded.

Proposed Project Applicability: Mitigation Measure 4.9-1c is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Jurupa Avenue between Etiwanda Avenue and Mulberry Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1d: Mulberry Avenue between Slover Avenue and Jurupa Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a two-lane undivided roadway segment to a four-lane undivided roadway segment.

Proposed Project Applicability: Mitigation Measure 4.9-1d is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Mulberry Avenue from Slover Avenue to Jurupa Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1e: Jurupa Avenue between Mulberry Avenue and Cherry Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a four-lane divided roadway to a six-lane divided roadway. This improvement is included in the City of Fontana 7-Year Capital Improvement Program but is not yet fully funded.

Proposed Project Applicability: Mitigation Measure 4.9-1e is not applicable to the proposed Project. Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1f: Beech Avenue between Slover Avenue and Jurupa Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a two-lane divided roadway to a four-lane divided roadway.

Proposed Project Applicability: Mitigation Measure 4.9-1f has already been completed near the Project site. Beech Avenue along the Project site is already constructed to its ultimate cross-section according to the City of Fontana guidelines and General Plan.

SWIP SP FEIR Mitigation Measure 4.9-1g: Citrus Avenue between I-10 Eastbound Ramps and Santa Ana Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a two-lane undivided roadway segment to a four-lane undivided roadway segment.

Proposed Project Applicability: Mitigation Measure 4.9-1g has already been completed by the City of Fontana.

SWIP SP FEIR Mitigation Measure 4.9-1h: Citrus Avenue between Santa Ana Avenue and Jurupa Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a two-lane undivided roadway segment to a four-lane undivided roadway segment.

Proposed Project Applicability: Mitigation Measure 4.9-1h has already been completed by the City of Fontana along all of the re-developed portion of this roadway. Also, Mitigation Measure 4.9-1h is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Citrus Avenue between Santa Ana Avenue and Jurupa Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1i: Etiwanda Avenue/San Bernardino Avenue – Widen the northbound Etiwanda Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound San Bernardino Avenue approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the westbound San Bernardino Avenue signal phasing to include a westbound right-turn overlap, which will preclude U-turn movement from southbound to northbound Etiwanda Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1i is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Etiwanda Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1j: Etiwanda Avenue/East Airport Drive-Slover Avenue – Widen the northbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Etiwanda Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes.

Proposed Project Applicability: Mitigation Measure 4.9-1j is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Etiwanda Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1k: Etiwanda Avenue/ Jurupa Avenue – Widen the eastbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1k is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Etiwanda Avenue. Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1l: Mulberry Avenue/Slover Avenue – In concert with construction of the extension of Mulberry Avenue north of Slover Avenue, widen the northbound Mulberry Avenue approach from one left-turn lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Construct and stripe the southbound Mulberry Avenue approach to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from two through lanes and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one shared through/right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane

and two through lanes to consist of one left-turn lane, two through lanes, and one right-turn lane. Additionally, modify the signal phasing to consist of protected left-turn phasing.

Proposed Project Applicability: Mitigation Measure 4.9-1l is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Mulberry Avenue north of Slover Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1m: Mulberry Avenue/Santa Ana Avenue – Widen the northbound Mulberry Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Re-stripe the eastbound Santa Ana Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the westbound Santa Ana Avenue approach from one shared left-turn/ through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Additionally, modify the east-west signal phasing from permitted left-turns to protected left-turns.

Proposed Project Applicability: Mitigation Measure 4.9-1m is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Mulberry Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1n: Mulberry Avenue/ Jurupa Avenue – Modify the northbound Mulberry Avenue signal phasing to include a northbound right-turn overlap, which will preclude U-turn movement from westbound to eastbound Jurupa Street. Widen the southbound Mulberry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Additionally, modify the southbound Mulberry Avenue signal phasing to include a southbound right-turn overlap, which will preclude U-turn movement from eastbound to westbound Jurupa Avenue. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1n is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Mulberry Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1o: Banana Avenue/Valley Boulevard – Signalize the Banana Avenue/Valley Boulevard intersection. According to the City of Fontana, the Banana Avenue/Valley Boulevard satisfies traffic signal warrants and is in the pre-construction phase.

Proposed Project Applicability: Mitigation Measure 4.9-1o is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Banana Avenue/Valley Boulevard intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1p: Cherry Avenue/Valley Boulevard – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Valley Boulevard approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1p is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Cherry Avenue/Valley Boulevard intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1q: Cherry Avenue/Slover Avenue – Widen the northbound Cherry Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left-turn lane, four through lanes and one right-turn lane. Widen the southbound Cherry Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, four through lanes, and two right-turn lanes. Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes.

Proposed Project Applicability: Mitigation Measure 4.9-1q is a future City improvement to this intersection. Project fees to the City's DIF Program would assist in implementing this future planned roadway improvement.

SWIP SP FEIR Mitigation Measure 4.9-1r: Cherry Avenue/ Jurupa Avenue – Widen the northbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the southbound Cherry Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and two right-turn lanes. Widen the eastbound Jurupa Avenue approach from two left-turn lanes, two through lanes, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1r is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Cherry Avenue/ Jurupa Avenue intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1s: Beech Avenue/Valley Boulevard – Signalize the Beech Avenue/Valley Boulevard intersection. Widen the northbound Beech Avenue approach from one shared left-turn/ through lane and one right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through lane and one right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1s is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Beech Avenue/Valley Boulevard intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1t: Beech Avenue/Slover Avenue – Signalize the Beech Avenue/Slover Avenue intersection. Widen the northbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Beech Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1t is not applicable to the proposed Project (Traffic Analysis, Appendix F). Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1u: Beech Avenue/Santa Ana Avenue – Signalize the Beech Avenue/Santa Ana Avenue intersection.

Proposed Project Applicability: Mitigation Measure 4.9-1u is not applicable to the proposed Project (Traffic Analysis, Appendix F). Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1v: Beech Avenue/ Jurupa Avenue – Signalize the Beech Avenue/Jurupa Street intersection. Widen the eastbound Jurupa Street approach from one shared left-turn/through lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the westbound Jurupa Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1v is not applicable to the proposed Project (Traffic Analysis, Appendix F). Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1w: Citrus Avenue/Valley Boulevard – Widen the northbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, one through lane, and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the eastbound Valley Boulevard approach from two left-turn lanes, one through lane, and one shared through/right-turn lane to consist of two left-turn lanes, two through lanes, and two right-turn lanes.

Proposed Project Applicability: Mitigation Measure 4.9-1w is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Citrus Avenue/Valley Boulevard intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1x: Citrus Avenue/Slover Avenue – Widen the northbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, two through lanes, and one right-turn lane. Widen the southbound Citrus Avenue approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Slover Avenue approach from one left-turn lane, two through lanes, and one defacto right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane. Widen the westbound Slover Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

Proposed Project Applicability: The northbound Citrus Avenue approach improvement has been completed by the City of Fontana. Mitigation Measure 4.9-1x is not applicable to the proposed Project (Traffic Analysis, Appendix F). Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1y: Citrus Avenue/Santa Ana Avenue – Signalize the Citrus Avenue/Santa Ana Avenue intersection. Widen the northbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the southbound Citrus Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Widen the eastbound Santa Ana Avenue approach from one shared left-turn/through/right-turn lane to consist of one left-turn lane and one shared through/right-turn lane. Re-stripe the westbound Santa Ana Avenue approach from one shared left-

turn/through lane and one right-turn lane to consist of one left-turn lane and one shared through/right-turn lane.

Proposed Project Applicability: Installation of a signal at this intersection and two approaches have been completed by the City of Fontana. Project fees to the City's DIF Program would assist in implementing these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1z: Citrus Avenue/ Jurupa Avenue – Signalize the Citrus Avenue/Jurupa Street intersection. Widen the southbound Citrus Avenue approach from one left-turn lane and one shared through/right-turn lane to consist of one left-turn lane, one through lane, and one shared through/right-turn lane. Widen the eastbound Jurupa Street approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Widen the westbound Jurupa Avenue approach from one left-turn lane, one through lane, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

Proposed Project Applicability: Most of these improvements have been completed by the City of Fontana. Mitigation Measure 4.9-1z is not applicable to the proposed Project (Traffic Analysis, Appendix F). Project fees to the City's DIF Program would assist in implementing the remainder of these types of planned roadway improvements.

SWIP SP FEIR Mitigation Measure 4.9-1aa: Sierra Avenue/Slover Avenue – Widen the eastbound Slover Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lanes, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1aa is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Sierra Avenue/Slover Avenue intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1bb: Sierra Avenue/ Jurupa Avenue – Widen the southbound Sierra Avenue approach from two left-turn lanes, two through lanes, and one right-turn lane to consist of two left-turn lane, two through lanes, and two right-turn lanes. Widen the eastbound Jurupa Avenue approach from one left-turn lane, one shared left-turn/through lane, one through lane, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane. Widen the westbound Jurupa Street approach from one left-turn lane, one through lane, and one right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane. Improvements have recently been constructed at this intersection satisfying the lane configuration recommended.

Proposed Project Applicability: Mitigation Measure 4.9-1bb is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Sierra Avenue/Jurupa Avenue intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1cc: Armstrong Road/SR-60 Eastbound Ramps – Contribute towards preparation of a Project Study Report to improve operations, circulation, and access at the Armstrong Road/SR-60 interchange.

Proposed Project Applicability: Mitigation Measure 4.9-1cc is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Armstrong Road/SR-60 Eastbound Ramps (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1dd: Cypress Avenue – Consistent with City of Fontana Circulation Master Plan, construct Cypress Avenue from Slover Avenue to Valley Boulevard over I-10 freeway. This improvement is consistent with City of Fontana Circulation Master Plan. This improvement is identified to provide additional north-south capacity, reducing forecast traffic on Cherry Avenue and Citrus Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1dd is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Cypress Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1ee: Country Village Road between Philadelphia Avenue and SR-60 Westbound Ramps – Consistent with the County of Riverside Circulation Master Plan, widen the study roadway segment from a 4-lane undivided roadway segment to a 6-lane divided roadway segment. Since this improvement is within the jurisdiction of the recently incorporated City of Jurupa Valley, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.

Proposed Project Applicability: Mitigation Measure 4.9-1ee is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Country Village Road between Philadelphia Avenue and SR-60 (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1ff: San Bernardino Avenue between Cherry Avenue and Fontana Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a two-lane divided roadway to a four-lane divided roadway. Since this improvement is within the jurisdiction of the County of San Bernardino, implementation by the City of Fontana cannot be assured. Therefore, this improvement shall be included in the planning and collection of fees and coordination with the appropriate lead agency shall occur to administer the improvement.

Proposed Project Applicability: Mitigation Measure 4.9-1ff is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize San Bernardino Avenue between Cherry Avenue and Fontana Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1gg: Jurupa Avenue between Cherry Avenue and Citrus Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a five-lane divided roadway to a six-lane divided roadway. A portion of this improvement has recently been implemented by the City of Fontana providing the capacity for a six-lane roadway between Poplar Avenue and Citrus Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1gg has already been completed along Jurupa Avenue in the vicinity of the Project site by the City of Fontana.

SWIP SP FEIR Mitigation Measure 4.9-1hh: Jurupa Avenue between Citrus Avenue and Sierra Avenue – Consistent with the City of Fontana Circulation Master Plan, widen the study roadway segment from a five-lane divided roadway to a six-lane divided roadway. This improvement has recently been implemented by the City of Fontana providing the capacity for a six-lane roadway between Citrus Avenue and Sierra Avenue.

Proposed Project Applicability: Mitigation Measure 4.9-1hh is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize Jurupa Avenue between Citrus Avenue and Sierra Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1ii: I-15 Southbound Ramps/ Jurupa Avenue – Widen the southbound I-15 Southbound Off-Ramp from one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane to consist of two left-turn lanes, one through lane, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1ii is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the I-15 Southbound Ramps/ Jurupa Avenue (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1jj: Commerce Way/Ontario Mills Parkway – Widen the northbound Commerce Way approach from two left-turn lanes, one through lane, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1jj is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Commerce Way/Ontario Mills Parkway intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1kk: Cherry Avenue/San Bernardino Avenue – Widen the eastbound San Bernardino Avenue approach from one left-turn lane, two through lanes, and one right-turn lane to consist of two left-turn lanes, two through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1kk is not applicable to the proposed Project. Vehicle and truck trips from the Project are not anticipated to utilize the Cherry Avenue/San Bernardino Avenue intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1ll: Cherry Avenue/Santa Ana Avenue – Widen the southbound Cherry Avenue approach from one left-turn lane, two through lanes, and one shared through/right-turn lane to consist of one left-turn lane, three through lanes, and one right-turn lane.

Proposed Project Applicability: Mitigation Measure 4.9-1ll is not applicable to the proposed Project. Vehicle and truck trips from the Project would not utilize the Cherry Avenue/Santa Ana Avenue intersection (Traffic Analysis, Appendix F).

SWIP SP FEIR Mitigation Measure 4.9-1mm: Prior to issuance of a grading permit, applicants for future development associated with the proposed project shall prepare site-specific traffic studies, to the satisfaction of the City's Engineering Department. As determined by these subsequent traffic studies, traffic improvements identified as mitigation measures in this Program EIR shall be implemented as a condition of the approved future development project, either through direct construction by the project applicant and/or through development impact fees.

Proposed Project Applicability: Mitigation Measure 4.9-1mm is applicable to the proposed Project. A site-specific traffic study has been prepared as part of this Subsequent EIR (included as Appendix F) and the required measures will be implemented as a Condition of Approval.

SWIP SP FEIR Mitigation Measure 4.9-1nn: The City of Fontana shall perform monitoring of traffic generation and phasing of development within the project area to defer or eliminate identified improvements due to potential circulation impact changes or reduced land use intensities. This monitoring shall be achieved through project-specific traffic studies tied to future development within the Specific Plan Update area with land use in excess of 100,000 square feet of non-residential land use.

Proposed Project Applicability: Mitigation Measure 4.9-1nn is applicable to the proposed Project. A site-specific traffic study has been prepared as part of this Subsequent EIR (included as Appendix F) and includes traffic counts to identify the existing vehicular trips near the Project site.

5.4.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts related to Impact TR-1 and Impact TR-2 would be less than significant.

REFERENCES

California Department of Transportation. "Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance." 18 December 2020.

<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/policy/interim-ldigr-safety-guidance-memo-revision1-and-guidance-all.pdf>

City of Fontana General Plan, 2018. Accessed: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana General Plan Update EIR. Accessed: <https://www.fontana.org/2632/General-Plan-Update-2015---2035>

City of Fontana Transportation Impact Analysis Guidelines, 2020. Accessed: <https://www.fontana.org/DocumentCenter/View/35928/TIA-Guidelines---VMT-Assessment>

Urban Crossroads "11115 Hemlock Avenue Traffic Analysis", 2023. Appendix F.

San Bernardino Transportation Analysis Model (SBTAM). Accessed: <https://www.gosbcta.com/plan/san-bernardino-transportation-analysis-model/>

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

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

5.5 Tribal Cultural Resources

5.5.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources (TCR) associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- Cultural Resources Study for the Hemlock Avenue Project; Brian F. Smith and Associates; Appendix A of Appendix A
- City of Fontana SWIP Final Program EIR, 2012
- City of Fontana SWIP Specific Plan, 2012
- City of Fontana General Plan 2015-2035, 2018
- City of Fontana General Plan 2015-2035 Environmental Impact Report, 2018
- City of Fontana Code of Ordinances

Additionally, part of this analysis is based upon Project-specific coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project region.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The ARPA regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; and required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the ARPA included a requirement for public awareness programs regarding archaeological resources (NPS 2018).

Native American Graves Protection and Repatriation Act (NAGPRA)

NAGPRA is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.5.2.2 State Regulations

California Assembly Bill 52

Assembly Bill 52 (AB 52) established a requirement under CEQA to consider “tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation.” Public Resources Code (PRC) Section 21074(a) defines “tribal cultural resources” as “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are either “[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources” or “in a local register of historical resources.” Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered TCR (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a TCR if it is supported with substantial evidence.

Projects for which a notice of preparation for a Draft EIR was filed on or after July 1, 2015, are required to have lead agencies offer California Native American tribes traditionally and culturally affiliated with the project area consultation on CEQA documents prior to submitting an EIR in order to protect TCRs. PRC Section 21080.3.1(b) defines “consultation” as “the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values and, where feasible, seeking agreement.” Consultation must “be conducted in a way that is mutually respectful of each party’s sovereignty [and] recognize the tribes’ potential needs for confidentiality with respect to places that have traditional tribal cultural significance.” The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency’s determination that an application package is complete for decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe’s request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a TCR, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on TCRs and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC).

California Public Resources Code, Sections 5097.9 to 5097.991

PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.5.2.3 Local Regulations

Fontana General Plan

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

Community and Neighborhoods Element

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

Policies

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

5.5.3 ENVIRONMENTAL SETTING

Native American Tribes

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

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

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

The territory of the Gabrielino at the time of Spanish contact in the late 1700s covered much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. Gabrielino houses were domed, circular structures made of thatched vegetation. Houses varied in size and could house from one to several families.

Aboriginally, the Serrano occupied an area east of present-day Los Angeles in the San Bernardino Mountains east of Cajon Pass and at the base of and north of the mountains near Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. Serrano village locations were typically located near water sources. Individual family dwellings were likely circular, domed structures.

Local Tribal Cultural Knowledge

Two Native American Tribes provided local tribal knowledge of the Project area:

- The Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) noted that the Project site is within Serrano ancestral territory, therefore, is of interest to the Tribe; but the tribe does not have any concerns with Project implementation. The Tribe requested that two conditions be included in the Project permit/plan conditions in the case that resources are discovered during Project activities: that work would stop in the vicinity of the find and that Yuhaaviatam of San Manuel Nation Cultural Resources Department be contacted for input on the find and that a Monitoring and Treatment Plan be implemented. The Tribe requested a final copy of the permit and plan conditions for the Project and concluded consultation.

- The Gabrieleno Band of Mission Indians-Kizh Nation noted that the Project site is located within the Tribe's Ancestral Tribal Territory and the NAHC identified that the tribe may have known tribal cultural resources or sacred lands within a 1-mile radius of the Project site. In response to the AB 52 process for the proposed Project, the Tribe described that it has an ancestral connection (higher degree of connection than traditionally and culturally affiliated) to the Project area as they are lineal descendants to the village(s) within and around the Project area. The Tribe states that the Project area has a high cultural sensitivity, and that ground disturbance could impact tribal cultural resources and provided maps and literature regarding historic tribal activities in the region. The Tribe also provided proposed mitigation measures, such that a Gabrieleno Band of Mission Indians-Kizh Nation monitor be retained to provide monitoring during ground disturbing activity.

Previously Identified Resources

The Cultural Resources Study that was completed for the Project conducted a records search, which identified 24 previously recorded resources within one mile of the Project site, none of which are within the Project site boundaries. No tribal cultural resources were identified, the most common resource types are associated with the built environment, such as historic foundations, infrastructure, scatter, and trash deposits.

Previous Site Uses

The Cultural Resources Study describes that 1938 historic aerials show that the southern portion of the Project was agricultural land while the northern portion of the site was part of the Fontana Farms hog ranch and contained various pens and livestock holding areas. Between the early 1920s and the late 1950s, the hogs were fed garbage shipped in by rail from Los Angeles, which was dumped directly into the pens. The hog ranch closed in the late 1950s and by 1959 much of the Project site was cleared and portions of were graded. By 1994, the northwestern corner of the site was developed with a commercial/industrial storage yard and the remainder of the site was developed with the existing modular building storage uses by the early 2000s.

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- TCR-1 Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
- TCR-2 A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, that considers the significance of the resource to a California Native American tribe.

Initial Study Findings

The Initial Study established that the proposed Project would not result in new impacts related to Threshold TCR-1; no further assessment of this impact is required in the Draft Subsequent EIR.

5.5.5 METHODOLOGY

The tribal cultural resource analysis is based on the Cultural Resources Study and consultation between the City of Fontana and Gabrieleno Band of Mission Indians-Kizh Nation and San Manuel Band of Mission Indians pursuant to AB 52. The Cultural Resources Study included an archaeological and historical records search, completed at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton on October 1, 2022. This search included the Project site with an additional one-mile buffer. Pedestrian surveys were conducted at the Project site on October 17, 2022. The NAHC was contacted to perform a Sacred Lands File (SLF) search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.5.6 ENVIRONMENTAL IMPACTS

Summary of Impacts Identified in the SWIP SP FEIR

The SWIP SP FEIR does not include a specific evaluation related to tribal cultural resources; however, the FEIR determined that although the likelihood for adverse impacts within the SWIP Specific Plan Update area are not likely to occur, ground disturbing construction activities could have a significant impact on archaeological resources and protection related to tribal cultural resources was provided in the SWIP SP FEIR mitigation measures that were included to reduce potential impacts to a less than significant level.

The SWIP SP FEIR describes that no known human remains or Native American cultural resources have been identified within the SWIP area. However, mitigation was included to reduce potential impacts to a less than significant level that requires cessation of ground-disturbing activity and consultation with the County Coroner and Native American tribes in the event human remains are encountered during construction activities.

Proposed Project

The proposed Project would redevelop the 40.01-acre site with a two-story 882,000 SF warehousing building. Potential tribal cultural resource related impacts from redevelopment of the site are detailed below.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1.

Less than Significant with Mitigation Incorporated

Assembly Bill (AB) 52 requires meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources, which are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). On September 15, 2022, a Sacred Lands File (SLF) search and a list of Native American tribes who may have knowledge of cultural resources in the Project area was requested from the Native American Heritage Commission (NAHC). On November 6, 2022, the NAHC responded stating that the results were positive for known tribal cultural resources or sacred lands within a 1-mile radius of the Project site and that the Gabrieleno Band of Mission Indians – Kizh Nation should be contacted for

information. In addition, the response included a list of Native American tribes that may have knowledge of resources in the Project region.

On December 12, 2022, the City sent letters to all of the Native American tribes that may have knowledge regarding tribal cultural resources in the Project area. The Gabrieleno Band of Mission Indians-Kizh Nation responded on December 19, 2022 and requested consultation. In response to coordination for consultation, the Tribe provided an email response on April 21, 2023 stating that it has an ancestral connection to the Project area as they are lineal descendants to the village(s) within and around the Project area, that the Project area has a high cultural sensitivity, and that ground disturbance could impact tribal cultural resources. The Tribe also provided maps and literature regarding historic tribal activities in the region and mitigation measures for tribal monitoring during ground disturbing activity.

In addition, the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) responded on January 17 and 19, 2023 stating that the Project site is within Serrano ancestral territory and, therefore, is of interest to the Tribe. The letter also stated that due to the nature, location, and Tribe's knowledge of the proposed Project, the Tribe does not have any concerns with the Project. The letter provided language that the Tribe be contacted if potential resources are discovered and that the Tribe provided monitoring if necessary and requested that it be made a part of the project/permit/plan conditions.

During the course of the tribal consultation process, no substantial evidence was provided to indicate that tribal cultural resources, as defined in Public Resources Code Section 21074, are present within the Project site or have been found previously within the Project site.

In accordance with Public Resource Code (PRC) Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The Project site does not meet any of the criteria listed above from PRC Section 5024.1(c). There are no resources onsite that meet the criteria for the CRHR. None of the Native American tribes contacted by the City provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present on the Project site or have been found previously on the Project site. The Project site contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

The Cultural Resources Study describes that the Project site has been cleared and graded since the 1950s, and that based upon the documentation of past ground disturbance for agricultural and hog farm uses, there is little potential for cultural resources to be present and disturbed by the proposed Project. The Cultural Resources Study further states that should any materials be present within the site soils, they would most likely be historic refuse material fed to the hogs that were previously on the site; and that such material is not significant. Any previous agricultural, hog farm, or historic refuse related objects that could be unearthed would not be related to tribal cultural resources. Thus, impacts related to tribal cultural resources would be less than significant.

However, the SWIP SP FEIR Mitigation Measures 4.4-1b, 4.4-2a, and 4.4-2b and Project Mitigation Measure CUL-1 would be included in the Project MMRP and implemented with the Project to further ensure that impacts related to tribal cultural resources would be less than significant. These mitigation measures would implement procedures to avoid potential impacts to tribal cultural resources during Project construction activities. With

implementation of the modified SWIP SP Final EIR mitigation measures and the City's Conditions of Approval, impacts to tribal cultural resources would be less than significant. Further, in the unlikely event that human remains are encountered during grading or soil disturbance activities, the California Health and Safety Code Section 7050.5 Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, included as PPP CUL-1) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

5.5.7 CUMULATIVE IMPACTS

The Project's potential to result in cumulatively considerable impacts to tribal cultural resources were analyzed in conjunction with other projects located in the influence areas of the tribes in the region. Due to the previous ground disturbances within the Project site, there is limited potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by AB 52, and project-specific mitigation. Project implementation of the SWIP SP FEIR mitigation measures, the City's Standard Conditions of Approval, and PPP CUL-1 would reduce project-level impacts to less than significant, and the Project's contribution for cumulatively significant impacts to tribal cultural resources would also be less than significant.

5.5.8 EXISTING REGULATIONS; PLANS, PROGRAMS, OR POLICIES

Existing Regulations

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5
- California Public Resources Code Sections 21073 et seq. (AB 52)

Plans, Programs, or Policies (PPPs)

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

5.5.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impact would be **potentially significant**:

- **Impact TCR-2:** The proposed Project could result in inadvertent discovery of subsurface artifacts that may be of Native American heritage and be potentially significant.

5.5.10 MITIGATION MEASURES

SWIP SP FEIR Mitigation Measures

SWIP SP FEIR Mitigation Measure 4.4-1b: If any historical resources and/or human resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study.

Proposed Project Applicability: Mitigation Measure 4.4-1b is applicable to the proposed Project and will be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.4-2a: A qualified archaeologist shall perform the following tasks, prior to construction activities within project boundaries:

- Subsequent to a preliminary City review, if evidence suggests the potential for prehistoric resources, a field survey for prehistoric resources within portions of the project site not previously surveyed for cultural resources shall be conducted.
- Subsequent to a preliminary City review, if evidence suggests the potential for sacred land resources, the Native American Heritage Commission shall be contacted for information regarding sacred lands.
- All prehistoric resources shall be inventoried using appropriate State record forms and two (2) copies of the completed forms shall be submitted to the San Bernardino County Archaeological Information Center.
- The significance and integrity of all prehistoric resources within the project site shall be evaluated using criteria established in the CEQA Guidelines for important archaeological resources.
- If human remains are encountered on the project site, the San Bernardino County Coroner's Office shall be contacted within 24 hours of the find, and all work shall be halted until a clearance is given by that office and any other involved agencies.
- All resources and data collected within the project site shall be permanently curated at an appropriate repository within the County.

Proposed Project Applicability: Mitigation Measure 4.4-2a is applicable to the proposed Project and will be included in the Project MMRP. Several of the requirements of Mitigation Measure 4.4-2a have been completed through preparation of the Cultural Study for the Project, which is included as Appendix A of Appendix A.

SWIP SP FEIR Mitigation Measure 4.4-2b: If any prehistoric archaeological resources are encountered before or during grading, the developer shall retain a qualified archaeologist to monitor construction activities and to take appropriate measures to protect or preserve them for study. With the assistance of the archaeologist, the City of Fontana shall:

- Enact interim measures to protect undesignated sites from demolition or significant modification without an opportunity for the City to establish its archaeological value.
- Consider establishing provisions to require incorporation of archaeological sites within new developments, using their special qualities as a theme or focal point.
- Pursue educating the public about the area's archaeological heritage.

- Propose mitigation measures and recommend conditions of approval (if a local government action) to eliminate adverse Project effects on significant, important, and unique prehistoric resources, following appropriate CEQA guidelines.
- Prepare a technical resources management report, documenting the inventory, evaluation, and proposed mitigation of resources within the Project area. Submit one copy of the completed report, with original illustrations, to the San Bernardino County Archaeological Information Center for permanent archiving.

Proposed Project Applicability: Mitigation Measure 4.4-2b is applicable to the proposed Project and will be included in the Project MMRP.

SWIP SP FEIR Mitigation Measure 4.4-2c: Where consistent with applicable local, State, and federal law and deemed appropriate by the City, future site-specific development projects shall consider the following requests by ~~the Soboba Band of Luiseño Indians, Morongo Band of Mission Indians and/or other consulting~~ tribes as appropriate:

- In the event Native American cultural resources are discovered during construction for future development, all work in the immediate vicinity of the find shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the overall Project may continue during this period;
- Initiate consultation between the appropriate Native American tribal entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) and the City/Project Applicant;
- Transfer cultural resources investigations to the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) as soon as possible;
- Utilize a Native American Monitor from the appropriate Native American entity (as determined by a qualified archaeologist meeting Secretary of Interior standards) where deemed appropriate or required by the City, during initial ground-disturbing activities, cultural resource surveys, and/or cultural resource excavations.

Proposed Project Applicability: Mitigation Measure 4.4-2c is applicable to the proposed Project and will be included in the Project MMRP.

Proposed Project Mitigation Measures

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

- Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological and tribal monitor/consultant, if the resources are Native American in origin, interested Tribes (as a result of correspondence with area Tribes) shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation takes place.

- Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to the Tribe or a local school or historical society in the area for educational purposes.
- Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologists shall ensure that all other personnel are appropriately trained and qualified.

5.5.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The SWIP SP FEIR mitigation measures, the proposed Project mitigation measures, and existing regulatory programs and requirements listed previously would reduce potential impacts associated with tribal cultural resources for Impact TCR-2 to less than significant level. Therefore, no significant unavoidable adverse impacts related to tribal cultural resources would occur.

REFERENCES

Brian F. Smith and Associates, Inc. A Cultural Resources Study for the Hemlock Avenue Project. Appendix A of Appendix A.

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

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

City of Fontana SWIP Public Review Draft Program EIR, 2011. Accessed: <https://www.fontana.org/DocumentCenter/View/36382/SWIP-Public-Review-Draft-Program-EIR>

City of Fontana SWIP Specific Plan, 2012. Accessed: <https://www.fontana.org/DocumentCenter/View/29312/Southwest-Industrial-Specific-Plan---Combined-Document>

5.6 Mandatory Findings of Significance

5.6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” Potential environmental effects of the proposed Project and mitigation measures are discussed in detail throughout in Chapter 5 of this Draft Subsequent EIR. As summarized below and detailed in Section 5.1, *Air Quality* and Section 5.2, *Greenhouse Gas Emissions*, impacts in the following areas would remain significant and unavoidable, even with the incorporation of applicable regulations and feasible mitigation measures.

Air Quality

As detailed in Section 5.1, *Air Quality*, operation of the proposed Project would result in exceedance of the applicable South Coast Air Quality Management District (SCAQMD) threshold for NO_x after implementation of applicable regulations and mitigation. The Project would implement the SWIP FEIR Mitigation Measure 4.2-1a through SWIP SP FEIR Mitigation Measure 4.2-2l that would reduce the operational NO_x emissions; however, these measures would not be sufficient enough to reduce the NO_x emissions to below the SCAQMD thresholds. Over 88 percent of the Project’s NO_x emissions are derived from vehicle and truck trip tailpipe emissions that neither the Project applicant nor the City have regulatory authority to control. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional operational air quality emissions would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

In addition, per SCAQMD’s methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD’s thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. Due to the Project exceedance of the NO_x threshold, impacts would be cumulatively considerable and significant and unavoidable. These air quality impacts are consistent with the impacts identified in the SWIP FEIR.

Greenhouse Gas Emissions

As detailed in Section 5.2, *Greenhouse Gas Emissions*, the annual GHG emissions associated with operation of the proposed unrefrigerated and refrigerated warehouse areas are summarized in Table 5.2-3. As shown, construction and operation of the proposed warehouse would generate a total increase of approximately 11,154.34 MTCO_{2e}/yr, which would exceed the 3,000 MTCO_{2e}/yr screening threshold and would therefore result in a significant impact. Although, SWIP Mitigation Measures 4.2-2a through 4.2-2j, and 4.2-5a would be implemented to require implementation of various measures to reduce GHG emissions. The large majority (78 percent) of GHG emissions would be generated by Project vehicles that neither Project applicants nor the City have the ability to reduce emissions of. The proposed Project would generate the same types of GHG emissions at a density that was anticipated to be generated by the SWIP FEIR; however, the thresholds related to GHG emissions have been reduced since certification of the SWIP FEIR pursuant to AB 1279 and Executive Order S-3-05. As Project generated increases in GHG emissions would exceed the existing threshold after implementation of existing regulations and mitigation measures, impacts would be significant and unavoidable.

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this Draft

Subsequent EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed Project would exceed the existing threshold after implementation of regulations and mitigation measures, the contribution of the proposed Project to significant cumulative GHG impacts would be cumulatively considerable.

5.6.2 GROWTH INDUCEMENT

This section analyzes the growth inducement potential of the proposed Project and the associated secondary effects of growth the Project might permit. As required by CEQA Guidelines Section 15126.2(d), an EIR must:

“Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a recycled water plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

Thus, based on CEQA, a project could have a direct effect on population growth, for example, if it would involve construction of substantial new housing. A project could also have indirect growth-inducement potential if it would:

- Establish substantial new permanent employment opportunities (e.g., commercial, industrial, governmental, or other employment-generating enterprises) or otherwise stimulate economic activity such that it would result in the need for additional housing, businesses, and services to support increased economic activities;
- Remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or would add substantial capacity that could accommodate additional unplanned growth;
- Remove obstacles to growth through changes in existing regulations pertaining to land development;
- Result in the need to expand one or more public service facilities to maintain desired levels of service; or
- Involve some other action that could encourage and facilitate other activities that could significantly affect the environment.

CEQA Guidelines Section 15126.2(d) states that growth-inducing effects are not to be construed as necessarily beneficial, detrimental or of little significance to the environment. The following information is provided as additional information on ways in which the proposed Project could contribute to significant changes in the environment beyond the direct consequences of developing the land use concepts examined in the preceding sections of this Draft Subsequent EIR.

Establish Substantial New Permanent Employment Opportunities or Otherwise Stimulate Economic Activity such that It Would Result in the Need for Additional Housing, Businesses, and Services to Support Increased Economic Activities

The Project site has a General Plan Land Use designation of General Industrial (I-G) and within the SWIP SCD that provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed building includes 882,000 SF on the 40.01-acre site, which is a FAR of 0.543; and therefore, within the anticipated buildout of the Project site and SWIP area. Thus, the growth related to the Project is consistent with development forecasts.

The SWIP SP FEIR describes that buildout of the SWIP would result in 39,416 new employment positions. SCAG's Employment Density Study estimates that warehousing uses generate approximately one employee per 1,195 SF. Based on this estimate, the proposed Project would result in 738 employees, which is 1.9 percent of the number of employees at buildout.

The 2019 SCAG Local Profile for the City of Fontana identified that the City had 55,448 jobs in 2017 and the SCAG's Growth Forecast by Jurisdiction estimates that employment within the City of Fontana would grow to 75,100 by 2045. The increase of 738 employees that would result from the proposed Project would equate to 3.8 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would not result in substantial unplanned growth in the area and would not result in the need for additional housing, businesses, and services to support the increased economic activities.

In addition, the proposed Project would accommodate the forecasted employment in an environmentally sustainable manner by providing job opportunities for nearby residents that would reduce vehicle miles traveled. As listed below, the City of Fontana has had unemployment rates ranging between 3.6 and 9.5 percent over the last 5 years and the County's unemployment has been slightly higher between 3.9 and 9.7 percent (EDD 2022).

Table 5.6-1: City and County Annual Average Unemployment Rates

Year	City	County
2021	7.1	7.4
2020	9.5	9.7
2019	3.6	3.9
2018	3.9	4.1
2017	4.8	5.0

Source: California Employment Development Department, 2023.

The jobs would provide new employment opportunities for people living in Fontana and the surrounding cities. Most of the new labor and office jobs that would be created by the proposed Project would be positions that are anticipated to be filled by people who would already be living within the City and surrounding communities and would not induce an unanticipated influx of new labor into the region. Providing jobs in the area is a benefit of the proposed Project because providing jobs for local residents would help to reduce vehicle miles traveled and the related emissions from motor vehicles. Overall, the proposed Project would be within SCAG's forecasted employment growth. Thus, impacts related to increased growth through the provision of employment opportunities would be less than significant.

Remove Obstacles to Growth, e.g., Through the Construction or Extension of Major Infrastructure Facilities that Do Not Presently Exist in the Project Area or Would Add Substantial Capacity that Could Accommodate Additional Unplanned Growth

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The proposed Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable.

The Project site is within an urban area and has been planned and previously approved for development by the SWIP Specific Plan. The adjacent two right-of-ways contain existing infrastructure systems that would serve the proposed Project. As described in Section 3.0, *Project Description*, the proposed Project would include installation of onsite infrastructure and new connections to the existing infrastructure systems. The proposed Project does not involve extension of utilities into undeveloped areas. Development of the Project would include construction of pedestrian sidewalks along the Project site frontages of Hemlock Avenue and Beech Avenue, which would enhance local circulation for employees and the use of transit. As a result, the potential of infrastructure related growth inducement impacts would be less than significant.

Remove Obstacles to Growth Through Changes in Existing Regulations Pertaining to Land Development

A project could directly induce growth if it would remove barriers to population growth such as change to a jurisdiction's general plan and zoning code, which allows new development to occur in underutilized areas. The proposed Project does not involve a change to the City's General Plan or zoning code. The proposed Project would develop the site consistent with the SWIP Specific Plan. The Project site is within the SWIP SCD that provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed building includes 882,000 SF on the 40.01-acre site, which is a FAR of 0.543; and therefore, within the anticipated buildout of the Project site and SWIP area. As detailed in the previous responses, the total number of employees that would result from the buildout of the proposed Project (738) would equate to 3.8 percent of the SCAG projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would be within and consistent with SCAG's growth projections. Thus, the proposed Project would not remove obstacles that would induce growth.

Result in the Need to Expand One or More Public Service Facilities to Maintain Desired Levels of Service

The proposed Project is expected to incrementally increase the demand for fire protection and emergency response, police protection, and school services. However, as detailed in the Initial Study (Draft Subsequent EIR, Appendix A), the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service. Based on service ratios and buildout projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would not result in significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

Involve Some Other Action that Could Encourage and Facilitate Other Activities that Could Significantly Affect the Environment

The proposed Project does not propose changes to any of the City's building safety standards (i.e., building, grading, plumbing, mechanical, electrical, or fire codes). The development implemented pursuant to the proposed Project would comply with all applicable City plans, policies, and ordinances. In addition, this Draft Subsequent EIR previously approved SWIP FEIR mitigation measures and new Project specific mitigation

measures to ensure that the Project minimizes environmental impacts. The Project would not involve any precedent-setting action that could encourage and facilitate other activities that significantly affect the environment.

Environmental Impacts of Induced Growth

All physical environmental effects from development of the proposed Project have been analyzed in all technical sections of this Draft Subsequent EIR and Initial Study prepared for this Project. For example, activities such as excavation, grading, and construction as required for the development of the proposed Project have been evaluated herein. Also, all operational aspects of the Project have been analyzed in this Draft Subsequent EIR and through implementation of existing regulations including the General Plan and zoning ordinance, and implementation of mitigation measures, environmental impacts from induced growth would not be created.

5.6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

State CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

The proposed Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to light industrial warehouse uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development [Initial Study (Appendix A)]
 - Increased traffic on area roadways (see Section 5.4, *Transportation*).
 - Emissions of air pollutants associated with Specific Plan construction and operation (see Section 5.1, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Project due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. [Initial Study (Appendix A)].
 - Increased ambient noise associated with an increase in activities and traffic from the proposed Project (see Section 5.3, *Noise*).

- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

As discussed in the Initial Study (Appendix A), the proposed Project would not involve a large commitment of nonrenewable resources as impacts related to energy were less than significant and would not involve the wasteful use of energy. As detailed in Section 5.1, *Air Quality*, the City's Municipal Code Chapter 9, Section V, Industrial Commerce Centers Sustainability Standards, identifies sustainability standards applicable to all warehouse development projects that are intended to improve local air and environmental quality. The Project would also be required to adhere to the California Building Code, California Energy Code Title 24, CalGreen building standards to ensure the efficient use of energy. In addition, the Project would not result in irreversible damages that could result from any potential environmental accidents as associated with the proposed Project.

5.6.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15126.2(a) states that "[a]n EIR shall identify and focus on the significant effects on the environment". However, CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental issue areas would not be potentially impacted by the proposed Project, as detailed below and in the Initial Study included as Appendix [Insert] to this EIR.

Aesthetics

The proposed Project would not have a substantial adverse effect on a scenic vista. The dominant scenic views from the Project site and the surrounding area include background views of the San Gabriel Mountains to the northwest, the San Bernardino National Forest to the north, the San Jacinto Mountains to the southeast, and the Jurupa Mountains to the south.

The Project site is located in an urban and industrially developed area within the SCD that provides for development of light industrial and warehousing uses. The site is in proximity to the I-10 and surrounded by trucking related uses industrial uses. The Project site is adjacent to industrial uses to the north and south, and roadways followed by industrial uses to the east and west. The existing roadway corridors of Hemlock Avenue and Beech Avenue that are adjacent to the site provide the only view corridors at the Project site that show long distance background view scenic vistas.

The maximum allowable structure height within the SCD is 100 feet. The proposed building would be within the allowed height and would have a maximum height of 60 feet. Because the proposed building would be well below the allowable building height and located between two existing buildings the proposed building structure's height would not encroach into any scenic vistas. Also, the proposed building would be setback approximately 185 feet from Hemlock Avenue on the east side of the site and over 315 feet from Beech Avenue on the west side of the site. Thus, the Project would not encroach into roadway scenic corridors. Therefore, no impacts to scenic vistas would occur.

Agricultural and Forest Resources

The Project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. As such, buildout of the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact on farmlands would occur. Likewise, the Project

would not conflict with the existing zoning for an agricultural use, as the site is within the SWIP SCD that provides for light and heavy manufacturing uses. Additionally, no portion of the Project site is enrolled in a Williamson Act Contract. Thus, no impact would occur.

Regarding forestland and timberland, no forestland or timberland exists in the Project area, and the proposed Project would not result in changes to or cause rezoning of forest land, timber land or timberland zoned for Timberland Production. Thus, no impact to forestland or timberland would occur.

Biological Resources

The Project site is completely disturbed and paved with asphalt or gravel covered with limited areas of ornamental landscaping. The site is used for light industrial uses that include leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The site does not include any natural areas for sensitive species. No riparian habitat or other sensitive natural communities occur within the Project site. No wetlands exist within the site. No State- and/or federally listed threatened or endangered species are documented and no USFWS-designated Critical Habitat occurs on-site due to lack of suitable habitat and ongoing site disturbances related to existing urban uses on and adjacent to the Project site. No impacts to candidate, sensitive, or special status species would occur from implementation of the proposed Project. Consistent with the SWIP SP FEIR, Mitigation Measures 4.3-1b and 4.3-1c would be implemented to require nesting bird surveys occur prior to vegetation removal during nesting season to ensure that potential impacts to native wildlife nursery sites would not occur. In addition, the Project site is not within the study area of an adopted Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and the proposed Project would implement the City's tree requirements.

Cultural Resources

The Project site is currently developed with structures that were developed in the year 2000. There are no historic resources on the Project site and impacts to historic structures would not occur. The Cultural Resources Study describes that the Project site has been cleared and graded since the 1950s, and that based upon the documentation of past ground disturbance, there is little potential for cultural resources to be present/disturbed by the proposed Project. The Cultural Resources Study further states that should any cultural resources be present within the site, they would most likely be historic material associated with the garbage dumps from Los Angeles fed to the hogs that were previously on the site. However, if such material does exist, it would have no provenience and would not be archaeologically significant. Thus, impacts related to archaeological resources would be less than significant. Also, the City's Cultural and Tribal Standard Conditions of Approval and the SWIP SP FEIR Mitigation Measures 4.4-1b, 4.4-2a, and 4.4-2b would be included in the Project MMRP and implemented with the Project to further ensure the impacts would be less than significant.

There are no known human remains on the Project site. The site is not part of a formal cemetery and is not known to have been used for disposal of human remains. In addition, the ground has been previously disturbed by historic agricultural uses and recent industrial development. Thus, human remains are not expected to be encountered during construction of the proposed Project. In addition, existing state regulations (California Health and Safety Code Section 7050.5) requires that in the unanticipated event of discovery or recognition of any human remains, there shall be no further excavation until the coroner has made recommendations concerning the treatment and disposition of the human remains to the person responsible. Impacts relating to the disturbance of human remains would be less than significant.

Energy

The proposed development and operation of the approximately 882,000 SF warehouse on the Project site may result in an increase in energy usage. However, the proposed Project would be required to comply with Title 24 Energy Efficiency Standards, the California Green Building Standards, and the City's Municipal Code Chapter 9 regarding sustainability standards for warehouse projects. The City's Municipal Code standards include drought tolerant landscaping for buffering and shade, anti-idling signage, electric vehicle charging stations, zero emission onsite operational equipment, rooftop solar panels to supply 100% of the power needed to operate all non-refrigerated portions of the facility, and electric plug-in units be installed at every loading dock servicing the refrigerated space and require that the transport refrigeration units (TRUs) plug in. The Municipal Code Chapter 9 standards also include requirements for construction activities, such as use of electric powered tools, vehicles, and equipment; provision of a charging location and facilities; and use of highest rated CARB Tier technologies. The City's development review and permitting process would ensure that these requirements are implemented through inclusion in plans, permitting, and compliance screening. Thus, the proposed Project would not result in wasteful, inefficient, and unnecessary energy consumption.

Additionally, the State of California has established a comprehensive framework for the use of efficient energy. This occurs through the implementation of the Clean Energy and Pollution Reduction Act of 2015 (SB 350), Assembly Bill (AB) 1007 (Pavley 2007), Title 24 Energy Efficiency Standards, and the California Green Building Standards. As described previously, the proposed Project would be designed and implemented pursuant to the Title 24 Energy Efficiency Standards, the California Green Building Standards, and the City's Municipal Code Chapter 9 regarding sustainability standards for warehouse projects that would be ensured through the City's development review and permitting process. This includes electric vehicle charging stations, rooftop solar panels to supply 100 percent of the power needed to operate all non-refrigerated portions of the facility, and electric plug-in units for loading docks servicing the refrigerated space and require that the TRUs plug in. Thus, the proposed Project would not conflict with or obstruct a plan for renewable energy or energy efficiency.

Geology and Soils

The Project site is subject to strong seismic shaking, but the effects of seismic shaking on structures can be reduced through conformance with the structural and seismic requirements of future site-specific and design-specific geotechnical and geologic reports and compliance with the California Building Code. The Project site has a low potential for liquefaction, expansion, settlement, landslides, and other seismic related issues, and compliance with existing regulations as implemented through the City's development permitting process would reduce potential impacts to a less than significant level.

A Paleontological Assessment for the Project site was prepared, which determined that the sediments that underlie the Project site contain late to middle Pleistocene (approximately 11,700 to 780,000 years ago) old alluvial fan deposits (Qof3) that are sensitive for paleontological resources and occur as slightly raised areas protruding through the surrounding young alluvial fan sediments. At the western and eastern edges of the Project site, the old alluvial fan deposits are buried by Holocene and late Pleistocene (present day to approximately 120,000 years ago) young alluvial fan sediments (Qyfl) of the Lytle Creek fan. These findings are consistent with the sensitivity of the area as detailed in the SWIP SP FEIR, which describe that implementation of ground disturbing construction would have the potential to impact unknown paleontological resources. Therefore, the SWIP SP FEIR mitigation measures and the monitoring recommendations from the Paleontological Assessment are included as Mitigation Measure GEO-1 (per the SWIP SP FEIR Mitigation Measure 4.4-3b) to reduce potential impacts to a less than significant level. Thus, consistent with the

determinations of the SWIP SP FEIR, impacts related to paleontological resources would be less than significant with implementation of mitigation.

Hazards and Hazardous Materials

The types of materials that would be used for construction of industrial buildings included in the proposed Project are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by county, state, and federal regulations, which construction activities are required to strictly adhere to through City permitting restrictions. Also, should construction uncover areas of hazardous materials, existing regulations implemented by the California Department of Toxic Substances Control would be implemented to reduce potential impacts to a less than significant level. As a result, impacts related to hazardous materials during construction activities for the proposed Project would be less than significant. The proposed Project would include operation of warehouse uses that generally use and store limited hazardous materials, such as: cleaning agents, paints, pesticides, batteries, and aerosol cans. Normal routine use of these products would not result in a significant hazard to residents or workers in the vicinity of the Project.

Also, should any future business that occupies the proposed industrial building or other buildings within the Project area handle acutely hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) the business would require a hazardous materials permit from the Fire Department, as part of City operational permitting procedures. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the Fire Department regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan. Compliance with existing regulations would be verified through the standard City permitting process. Therefore, operational impacts associated with hazardous materials and/or the potential release of hazardous materials would be less than significant.

Hydrology and Water Quality

Adherence to the existing requirements and implementation of the appropriate BMPs per the permitting process would ensure that activities associated with construction and operation of the proposed Project would not violate any water quality standards. The proposed Project would be required to have an approved grading and erosion control plan and approval of a SWPPP, which would include construction BMPs to minimize the potential for construction related sources of pollution, which would be implemented during construction to protect water quality. As a result, impacts related to the degradation of water quality during construction activities would be less than significant.

Also, each development would be required to incorporate a WQMP with post-construction (or permanent) Low Impact Development (LID) site design, source control, and treatment control BMPs that would be reviewed and approved by the City during the project permitting and approval process, to reduce potential impacts related to hydrology and the degradation of water quality. Therefore, impacts would be less than significant.

Land Use and Planning

The Project site is a parcel of land that has been most recently used for light industrial uses and is adjacent to similar industrial uses to the north and south, and roadways followed by industrial uses to the east and west. Implementation of the proposed Project would develop the site with a warehouse that would be consistent with the existing adjacent light industrial uses. The Project would utilize the existing street system.

The development of the site with a warehouse would not physically divide an established community. The new use would be similar to the existing industrial uses surrounding the site. In addition, the Project would not include new infrastructure (such as roadways) that would physically divide an established community.

Consistent with the General Plan and SWIP SCD, the Project includes development and operation of a warehouse facility. The use is consistent with the vicinity, which is highly industrialized in nature, primarily supporting heavy industrial and trucking/distribution-related uses. The SWIP provides development regulations that set specific requirements for development intensity, lot dimensions, setbacks, structure heights, and accessory buildings that the proposed Project would adhere to. For example, the Project's FAR of 0.543 is within the allowable FAR of 0.80, and the Project's building height of 60 feet maximum is within the 100-foot allowable building height. The City's development permitting process would ensure that the proposed Project would be implemented in compliance with these existing regulations. As such, impacts would be less than significant.

Mineral Resources

There are no known mineral resources within or adjacent to the Project site. The City's General Plan Conservation, Open Space, Parks and Trails does not identify any mineral resources within the City. The Project site has not historically been used for mining. The Project site is not designated for mineral recovery uses but is designated for urban uses. Therefore, implementation of the proposed Project would not result in the loss of availability of a valuable known mineral resource.

Population and Housing

The Project site has a General Plan Land Use designation of General Industrial (I-G) and within the SWIP SCD that provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed building includes 882,000 SF on the 40.01-acre site, which is a FAR of 0.543; and therefore, within the anticipated buildout of the Project site and SWIP area. Thus, the growth related to the Project is consistent with regional forecasts.

The SWIP SP FEIR describes that buildout of the SWIP would result in 39,416 new employment positions. SCAG's Employment Density Study estimates that warehousing uses generate approximately one employee per 1,195 SF. Based on this estimate, the proposed Project would result in 738 employees, which is 1.9 percent of the number of employees at buildout.

The 2019 SCAG Local Profile for the City of Fontana identified that the City had 55,448 jobs in 2017 and the SCAG's Growth Forecast by Jurisdiction estimates that employment within the City of Fontana would grow to 75,100 by 2045. The increase of 738 employees that would result from the proposed Project would equate to 3.8 percent of the projected growth. Therefore, the growth that would result from the Project is within existing projections, and the additional jobs provided by the proposed Project would not result in substantial unplanned growth in the area.

Also, the Project site is in an urbanized area and the Project does not propose to expand surrounding utility infrastructure (e.g., water, electricity, cell tower, gas, sanitary sewer, and stormwater drains). Thus, the proposed Project would result in a less than significant impact related to inducement of substantial unplanned population growth. In addition, the area does not contain any housing and has not been historically used for housing. The proposed Project would not displace any housing and would not necessitate the construction of replacement housing.

Public Services

The proposed Project would result in an increase of 738 employees. The additional employees would result in an incremental increase in demand for fire protection, emergency medical services, and law enforcement services. However, four fire stations are currently located within 4 miles of the Project site, and the existing closest fire station is within 0.9 mile. The Police Contact Station is 3 miles from the proposed Project area. The increase in fire and police service demands from the additional employees would not require construction of a new or physically altered fire or police station that could cause environmental impacts. Therefore, impacts related to fire and police services would be less than significant. In addition, the employees of the Project site would not directly generate either new school students or new park and library users. Thus, potential impacts related to school, park, and other service facilities would be less than significant.

Recreation

Consistent with the public services discussion above, the addition of employees would not directly generate new recreation facility users. Thus, potential impacts related to recreation facilities would be less than significant.

Utilities and Service Systems

The proposed Project would install new water, sewer, and drainage infrastructure on the site and connect to the existing offsite infrastructure in the adjacent roadways. New or expanded off-site infrastructure would not be required to be constructed to serve the proposed Project. In addition, the existing landfill facilities have adequate capacity to serve the proposed industrial development, which would adhere to solid waste regulations. Thus, impacts would be less than significant.

Wildfire

According to the CalFire Fire Hazard Severity Zone map, the Project site is not within an area identified as a Fire Hazard Area. In addition, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The proposed Project is adjacent to roadways, and not adjacent to or in the vicinity of wildlands. Therefore, the proposed Project would not impair an adopted emergency response plan or emergency evacuation plan within or near a very high fire hazard severity zone. Implementation of the Project would not exacerbate wildfire risks nor expose occupants to risk of pollutant concentrations from a wildfire or uncontrolled spread of a wildfire. Also, the Project would not require installation of infrastructure that could exacerbate fire risks and would not expose people to downstream flooding related to post fire slope instability. Therefore, implementation of the Project would not result in any impacts related to wildfire.

5.6.5 DEGRADATION OF THE ENVIRONMENT

CEQA Guidelines Section 15065(a) requires a finding of significance 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 CEQA Guidelines Section 15382 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.”

This Subsequent EIR, in its entirety, addresses and discloses all potential environmental effects associated with construction and operation of the proposed Project, including direct, indirect, and cumulative impacts to all the resources listed in the CEQA Guidelines Appendix G Checklist. As summarized in Table 1-1, *Summary of Proposed Project Impacts, Regulatory Requirements, Mitigation Measures, and Level of Significance*, this

Draft Subsequent EIR discloses all potential environmental impacts, the level of significance, and requirements that are required by law, are incorporated as part of the Project Description, or mitigation measures. As described previously in Section 5.6.1, *Significant and Unavoidable Impacts*, the proposed Project would result in significant and unavoidable impacts related to air quality and greenhouse gas emissions. These impacts are consistent with those identified by the SWIP FEIR.

5.6.6 IMPACTS ON SPECIES

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to (1) substantially reduce the habitat of a fish or wildlife species; (2) cause a fish or wildlife population to drop below self-sustaining levels; or (3) substantially reduce the number or restrict the range of an endangered, rare, or threatened species. As described previously within Section 5.6.4, *Effects Found Not To Be Significant*, potential impacts related to the reduction of the fish or wildlife habitat, the reduction of fish or wildlife populations, and the reduction or restriction of the range of special-status species would not occur as a result of Project implementation. The Project site is completely disturbed and paved with asphalt or gravel covered with limited areas of ornamental landscaping. The site is used for light industrial uses. The site does not include any natural areas for sensitive species. Thus, no impacts to candidate, sensitive, or special status species would occur from implementation of the proposed Project.

5.6.7 IMPACTS ON HISTORIC RESOURCES

CEQA Guidelines Section 15065(a)(1) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to eliminate important examples of a major period of California history or prehistory. CEQA Guidelines Section 15065(a)(1) amplifies Public Resources Code Section 21001(c) by requiring preservation of major periods of California history for the benefit of future generations. It also reflects the provisions of Public Resource Code Section 21084.1 in requiring a finding of significance for substantial adverse changes to historical resources. CEQA Guidelines Section 15064.5 establishes standards for determining the significance of impacts to historical resources and archaeological sites that are a historical resource.

As described previously within Section 5.6.4, *Effects Found Not To Be Significant*, the Project site is currently developed with structures that were developed in the year 2000. There are no historic resources on the Project site and impacts to historic structures would not occur. The Cultural Resources Study describes that the Project site has been cleared and graded since the 1950s, and that based upon the documentation of past ground disturbance, there is little potential for cultural resources to be present/disturbed by the proposed Project. The Cultural Resources Study further states that should any cultural resources be present within the site, they would most likely be historic material associated with the garbage dumps from Los Angeles fed to the hogs that were previously on the site and would not be historically significant.

5.6.8 LONG-TERM IMPACTS

CEQA Guidelines Section 15065(a)(2) states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. Previous Section 5.6.3, *Significant Irreversible Effects*, addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, Section 5.6.1, *Significant and Unavoidable Impacts* and Table 1-1 identify all significant and unavoidable impacts that could occur, thereby creating a long-term impact on the environment. Lastly, previous Section 5.6.2, *Growth*

Inducement, identifies the potential long-term environmental impacts caused by buildout of the proposed Project with respect to economic and population growth.

5.6.9 CUMULATIVE IMPACTS

CEQA Guidelines Section 15065 states that a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects that are individually limited but cumulatively considerable. As defined in CEQA Guidelines Section 15065(a)(3), cumulatively considerable means “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” Cumulative impacts are addressed in Section 5.0, *Environmental Impact Analysis*, and within each of the environmental topical analysis sections (Sections 5.1 through 5.6) of this Draft Subsequent EIR. As described, in Section 5.1, *Air Quality*, and Section 5.2, *Greenhouse Gas Emissions*, impacts related to air quality and greenhouse emissions would be cumulatively considerable, and significant and unavoidable after implementation of mitigation measures.

5.6.10 IMPACTS ON HUMAN BEINGS

As required by CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to 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 factor 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 indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, public services, parks and recreation, transportation, and utilities and service systems. Of these, those which have a potential to be impacted by the proposed Project are addressed in Section 5.1, *Air Quality*, Section 5.2, *Greenhouse Gas Emissions*, Section 5.3, *Noise*, and Section 5.4 *Transportation*. The remaining are addressed previously within Section 5.6.4, *Effects Found Not To Be Significant*.

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6.0 Alternatives

This section addresses alternatives to the proposed Project and describes the rationale for including them in the Draft Subsequent EIR. The section also discusses the environmental impacts associated with each alternative and compares the relative impacts of each alternative to those of the proposed Project.

6.1 ALTERNATIVES ANALYSIS INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. Public Resources Code (PRC) Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is . . . to identify alternatives to the project."

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. *CEQA Guidelines* Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, *CEQA Guidelines* Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to *CEQA Guidelines* Section 15126.6(d), discussion of each alternative presented in this Draft Subsequent EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (*CEQA Guidelines* Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (*CEQA Guidelines* Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this Draft Subsequent EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and

- The requirement of the *CEQA Guidelines* to consider a “no project” alternative; and to identify an “environmentally superior” alternative in addition to the no project alternative (*CEQA Guidelines* Section 15126.6(e)).

Neither the CEQA statute, the *CEQA Guidelines*, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, “the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice” (*CEQA Guidelines* 15126(f)).

6.2 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft Subsequent EIR determined that buildout of the proposed Project would result in the following significant unavoidable impacts, which are also detailed in Chapter 5 of this Draft Subsequent EIR.

Air Quality

As detailed in Section 5.1, *Air Quality*, operation of the proposed Project would result in exceedance of the applicable South Coast Air Quality Management District (SCAQMD) threshold for NO_x after implementation of applicable regulations and mitigation. The Project would implement the SWIP FEIR Mitigation Measure 4.2-1a through SWIP SP FEIR Mitigation Measure 4.2-2l that would reduce the operational NO_x emissions; however, these measures would not be sufficient enough to reduce the NO_x emissions to below the SCAQMD thresholds. Over 88 percent of the Project’s NO_x emissions are derived from vehicle and truck trip tailpipe emissions that neither the Project applicant nor the City have regulatory authority to control. Thus, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant, and impacts related to regional operational air quality emissions would be significant and unavoidable. Also, because the emissions would exceed thresholds, the Project would result in a conflict with implementation of the AQMP and impacts related to the AQMP would also be significant and unavoidable.

In addition, per SCAQMD’s methodology, if an individual project would result in air emissions of criteria pollutants that exceeds the SCAQMD’s thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants. Due to the Project exceedance of the NO_x threshold, impacts would be cumulatively considerable and significant and unavoidable. These air quality impacts are consistent with the impacts identified in the SWIP FEIR.

Greenhouse Gas Emissions

As detailed in Section 5.2, *Greenhouse Gas Emissions*, the annual GHG emissions associated with operation of the proposed unrefrigerated and refrigerated warehouse areas are summarized in Table 5.2-3. As shown, construction and operation of the proposed warehouse would generate a total increase of approximately 11,154.34 MTCO_{2e}/yr, which would exceed the 3,000 MTCO_{2e}/yr screening threshold and would therefore result in a significant impact. Although, SWIP Mitigation Measures 4.2-2a through 4.2-2j, and 4.2-5a would be implemented to require implementation of various measures to reduce GHG emissions. The large majority (78 percent) of GHG emissions would be generated by Project vehicles that neither

Project applicants nor the City have the ability to reduce emissions of. The proposed Project would generate the same types of GHG emissions at a density that was anticipated to be generated by the SWIP FEIR; however, the thresholds related to GHG emissions have been reduced since certification of the SWIP FEIR pursuant to AB 1279 and Executive Order S-3-05. As Project generated increases in GHG emissions would exceed the existing threshold after implementation of existing regulations and mitigation measures, impacts would be significant and unavoidable.

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. The analysis of greenhouse gas emission impacts under CEQA contained in this Draft Subsequent EIR effectively constitutes an analysis of a project's contribution to the significant statewide cumulative impact of GHG emissions. Because the estimated GHG emissions from development and operation of the proposed Project would exceed the existing threshold after implementation of regulations and mitigation measures, the contribution of the proposed Project to significant cumulative GHG impacts would be cumulatively considerable.

6.3 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines (14 CCR) requires "A statement of objectives sought by the proposed project. A clearly written statement of objectives would help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and would aid the decision-makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project".

The Project Objectives for the proposed Project are the relevant Project Objectives for implementation of the SWIP Specific Plan as listed in the SWIP SP FEIR and include the following:

- Increase and maintain an increased daytime employment population.
- Coordinate land uses and transportation with infrastructure planning.
- Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.
- Retain and expand existing businesses and business opportunities.
- Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.
- Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.
- Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete "removal and replacement" transformation to enhance the sense of place and promote aesthetic improvements.

6.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to *CEQA Guidelines* Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (*CEQA Guidelines* Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of

the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

Alternative Site Alternative

An alternative site alternative was considered and eliminated from further consideration. CEQA specifies that the key question regarding alternative site consideration is “whether any of the significant effects of the project would be avoided or substantially lessened by putting the project at another location.” In addition, an alternative site need not be considered when implementation is “remote and speculative,” such as when the alternative site is beyond the control of a project applicant.

The proposed Project consists of redevelopment of the site consistent with the existing General Plan and Specific Plan planned uses for the site, which is currently developed with light industrial uses. There are no suitable alternative sites within the control of the Project applicant (or the City of Fontana) as much of the City is built-out and the SWIP SP area is already planned for urban light industrial development, including warehousing, and is regionally located near I-10 and other light industrial and warehousing uses. In the event land could be purchased of suitable size and developmental characteristics, based on the known general conditions in the City, a similarly sized project at an alternative site would likely have similar impacts to air quality, greenhouse gas emissions, and transportation after mitigation as the proposed Project. Given the size and nature of the proposed Project and the Project objectives, it would be impractical and infeasible to propose the warehouse on an alternate site in the area and result in fewer environmental impacts. Therefore, analysis of an alternative site for the proposed Project is neither meaningful nor necessary, because the significant impacts resulting from the proposed Project would not be avoided or substantially lessened by its implementation.

Alternative Land Use Alternative

The Alternative Land Use Alternative represents an option that would implement a land use (or range of uses) that would result in a reduction or elimination of significant impacts that would occur by the proposed Project. Alternative land uses that may result in a reduction of impacts could include uses such as lower-intensity industrial storage or parking, residential units and/or open space/recreational facilities.

While implementation of the Alternative Land Use Alternative may reduce or eliminate one or more of the proposed Project’s identified significant impacts, this Alternative would not accomplish a number of the Project’s primary objectives, including: increasing and maintaining the daytime employment population; embracing industrial uses that foster economic development; and retaining and expanding existing businesses and opportunities. In addition, such land uses would not be consistent with the trucking intensive industrial uses that surround the Project site. As this Alternative would not address a range of project objectives and may result in land use conflicts, it has been considered and rejected.

6.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Three alternatives to the proposed Project have been identified for further analysis as representing a reasonable range of alternatives that attain most of the objectives of the Project, may avoid or substantially lessen any of the significant effects of the proposed Project, and are feasible from a development perspective. These alternatives have been developed based on the criteria identified in Section 6.1, and are described below:

- **Alternative 1: No Project/No Build Existing Site Use Alternative.** Under this alternative, the proposed Project would not be approved. The existing land use designations would remain. In

accordance with the CEQA Guidelines, the No Project Alternative consists of the circumstance under which the project does not proceed. Section 15126.6(e)(3)(B) of the CEQA Guidelines states that, when the project is a development project on an identifiable property, the “no project” alternative is the circumstance under which the project does not proceed; and the discussion compares the environmental effects of the Project site remaining in its existing state against environmental effects which would occur if the project is approved. Thus, the projected impacts of the proposed Project would be compared to the impacts of the site continuing to be used by ModSpace that uses the site for leasing, storage, and refurbishing of modular trailers, offices, and storage bins. The Project site would remain developed with one building and three modular buildings, totaling 11,590 SF. In addition, the site would continue to be used for stored modular units, scrap metal and recycling collection bins, parking lots, and storage areas. The Project site ground surface would remain in its existing asphalt or gravel condition with limited areas of ornamental landscaping.

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

- **Alternative 2: Reduced Intensity Alternative.** The Reduced Intensity Alternative would reduce the intensity of the proposed warehouse. Alternative 2 would develop a 617,406 SF two story warehouse on the Project site. Consistent with the proposed Project, 25 percent of the building square footage (or 154,352 SF) would be refrigerated for storage of cold goods, and 75 percent of the building square footage would be non-refrigerated (463,055 SF). This represents a 30 percent reduction (264,602 SF) compared to the Project total of 882,000 SF. Both the building footprint and second story mezzanine area would be equally reduced by 30 percent. Thus, the Reduced Intensity Alternative building would have a footprint of 522,778 SF. A proportional reduction in the number of loading docks and surface parking area would be part of the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue, that sidewalks would be developed along Beech Avenue, and that landscaping would be installed along both roadways adjacent to the site.
- **Alternative 3: SWIP Buildout Alternative.** The SWIP SCD provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed Project would develop an approximately 882,000 SF warehouse on the 40.01-acre site, which would result in a FAR of 0.543. The SWIP Buildout Alternative would develop the project site at a maximum FAR of 0.80, which would result in approximately 1,394,269 SF two-story warehouse; 25 percent of which (348,567 SF) would be for refrigerated for storage of cold goods, and 75 percent of the building square footage would be non-refrigerated (1,045,702 SF). Both the building footprint and second story mezzanine area would be equally increased. Thus, the SWIP Buildout Alternative would have a larger footprint than the proposed Project. A proportional increase in the number of loading docks and surface parking area would be part of the SWIP Buildout Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue, that sidewalks would be developed along Beech Avenue, and that landscaping would be installed along both roadways adjacent to the site.

6.6 NO PROJECT/NO BUILD EXISTING SITE USE ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires analysis of the No Project Alternative. The no project alternative analysis must discuss the existing conditions at the time the Notice of Preparation was published and considers conditions that would be reasonably expected to occur in the foreseeable future if the Project were not approved. The No Project Alternative applies to the following scenarios:

- (1) When the project is a revision of an existing land use or regulatory plan, policy, or ongoing operation, the "no project" alternative is the continuation of the existing plan, policy, or operation into the future; or
- (2) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.

Therefore, under Alternative 1: No Project/No Build Existing Site Use Alternative, the proposed Project would not be approved, and the existing light industrial uses for modular trailers would remain. Alternative 1: No Project/No Build Existing Site Use Alternative provides a comparison between the environmental impacts of the proposed Project and the result of not approving, or denying, the proposed Project and no change to the onsite uses.

Environmental Impacts

Air Quality

The No Project/No Build Existing Site Use Alternative would not involve construction activities. Demolition of the existing structures and pavement would not occur. Excavation and grading of the site would not occur, and operation of construction equipment would not occur on the site. Therefore, the No Project/No Build Existing Site Use Alternative would not generate any construction-related air pollutant emissions.

The Project Site currently contains several structures and associated parking areas that generate nominal amounts of air pollution associated with typical business operations (i.e., modular trailer refurbishment activities, tailpipe emissions from vendor deliveries and employees traveling to and from the Project site). As detailed in Section 5.4, *Transportation*, the site currently generates an average of 62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips. This equates to 78 PCE trips per day, with 13 PCE AM peak hour trips and 6 PCE PM peak hour trips, which is a minimal number of daily trips generating air quality emissions, in comparison to the proposed Project. The Project site would retain these existing uses under the No Project/No Build Existing Site Use Alternative and less than significant amounts of air quality emissions would continue to be emitted from onsite uses. Therefore, implementation of the No Project/No Build Existing Site Use Alternative would result in less than significant air quality impacts, which would be less than the significant and unavoidable impacts that would result from the proposed Project. The No Project/No Build Existing Site Use Alternative would avoid the significant and unavoidable air quality impact that would result from the Proposed Project.

Greenhouse Gas Emissions

As described previously, the No Project/No Build Existing Site Use Alternative would not involve construction activities. Therefore, the No Project/No Build Existing Site Use Alternative would not generate construction-related GHG emissions, as the proposed Project would. Also, the existing site uses generate nominal GHG emissions from operation of site buildings, modular trailer refurbishment activities, tailpipe emissions from vendor deliveries and employees traveling to and from the Project site. The 62 two-way trips per day (78 PCE trips) generated by the existing site uses produce limited GHG emissions, in comparison to those that would be generated by the proposed Project. The Project site would retain these existing uses under the No Project/No Build Existing Site Use Alternative and less than significant amounts of GHG emissions would continue to be emitted from onsite uses. Therefore, the No Project/No Build Existing Site Use Alternative would avoid the significant and unavoidable GHG emissions impacts that would be result from the proposed Project.

Noise

As described previously, the No Project/No Build Existing Site Use Alternative would not involve construction activities. Therefore, the No Project/No Build Existing Site Use Alternative would not generate construction-related noise or vibration. Also, the existing site uses generate nominal noise from operation of site buildings, modular trailer refurbishment activities, and vehicle and truck trips. The 62 two-way trips per day generated by the existing site uses produce limited noise and vibration that is less than significant. The Project site would retain these existing uses under the No Project/No Build Existing Site Use Alternative; thus, noise and vibration would remain less than significant, which is consistent with the proposed Project. Impacts would be neutral compared to the proposed Project.

Transportation

As outlined in CEQA Guidelines Section 15064.3, a project's effect on automobile delay shall not constitute a significant environmental impact. As detailed in Section 5.4, *Transportation*, the site currently generates an average of 62 two-way trips per day, with 7 AM peak hour trips and 5 PM peak hour trips. This equates to 78 PCE trips per day, with 13 PCE AM peak hour trips and 6 PCE PM peak hour trips. No change would occur to these existing vehicular trips would occur and no sidewalk improvements would occur along Hemlock Avenue and Beech Avenue under this alternative. However, impacts to roadways under the No Project/No Build Existing Site Use Alternative would be less than significant.

As described in Section 5.4, *Transportation*, the City of Fontana's *Transportation Impact Analysis Guidelines* contain screening thresholds, which state that projects that generate less than 500 net average daily trips (ADT) are presumed to have a less than significant impact on VMT. As the existing site generates 78 PCE trips per day, it would not exceed the 500 net ADT screening threshold, and impacts related to VMT would be considered less than significant, which is the same as the proposed Project.

Tribal Cultural Resources

The No Project/No Build Existing Site Use Alternative would not involve any excavation or grading activities. Therefore, the potential to discover previously unidentified tribal cultural resources is eliminated. As such, the potential for impacts to tribal cultural resources with the No Project/No Build Existing Site Use Alternative would be less than with the Project. Although the impacts of the proposed Project would be less than significant with incorporation of mitigation measures, the No Project/No Build Existing Site Use Alternative would avoid potential impacts, and no mitigation measures would be required. Therefore, potential impacts from the No Project/No Build Existing Use Alternative would be less than those of the proposed Project.

6.6.1 CONCLUSION

Ability to Reduce Impacts

The No Project/No Build Existing Site Use Alternative would eliminate the significant and unavoidable impacts related to air quality, greenhouse gas emissions, and transportation that would occur from implementation of the proposed Project. In addition, this Alternative would eliminate the need for mitigation related to tribal cultural resources. Further, due to the limited vehicular trips, the project would result in less traffic noise than the proposed Project. Therefore, the No Project/ No Build Existing Site Use Alternative would reduce overall impacts compared to the proposed Project and avoid significant and unavoidable impacts.

Ability to Achieve Project Objectives

Implementation of the No Project/No Build Existing Site Use Alternative would not meet most of the Project objectives, and of those that are met, they would not be met to the same extent as the proposed Project. This alternative would not increase and maintain an increased daytime population, it would be less flexible to foster economic development opportunities, it would not expand business opportunities, it would not improve pedestrian accessibility, it would not enhance the streetscape, and it does not enhance the sense of place or provide aesthetic improvements. The No Project/ No Build Existing Site Use Alternative comparison to the Project objectives are listed in Table 6-4.

6.7 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would reduce the intensity of the proposed warehouse. Alternative 2 would develop a 617,406 SF two story warehouse on the Project site. Consistent with the proposed Project, 25 percent of the building square footage (or 154,352 SF) would be refrigerated, and 75 percent of the building square footage would be non-refrigerated (463,055 SF). This represents a 30 percent reduction (264,602 SF) compared to the Project total of 882,000 SF. Both the building footprint and second story mezzanine area would be equally reduced by 30 percent. Thus, the Reduced Intensity Alternative building would have a footprint of 522,778 SF. A proportional reduction in the number of loading docks and surface parking area would be part of the Reduced Intensity Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue.

Environmental Impacts

Air Quality

The Reduced Intensity Alternative would develop the Project site with the same type of warehousing uses, but with a 30 percent reduction in square footage. Therefore, a reduced volume of construction activities and the related emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less operational traffic and associated emissions than the proposed Project. Therefore, overall air quality impacts would be reduced in comparison to the proposed Project. The volume of NO_x emissions from operation of the Reduced Intensity Alternative would be reduced by approximately 30 percent. The maximum pounds per day of NO_x that would be generated from operation of the proposed Project is 72.82 (as shown in Table 5.1-10), which is above the 55 pounds per day threshold. Under the Reduced Intensity Alternative, NO_x emissions would be approximately 30 percent less, which would result in approximately 50.97 pounds per day of NO_x, which is below the 55 pounds per day SCAQMD threshold. Therefore, impacts from operation of the Reduced Intensity Alternative would be less than significant, which would be less than the significant and unavoidable impacts that would result from the proposed Project.

As detailed in Section 5.1, *Air Quality*, over 88 percent of the Project's NO_x emissions are derived from vehicle and truck trips, which are modeled as combustion engines and provides a conservative analysis of future emissions from the Project. The 30 percent reduction in the vehicular and truck trips from this alternative would reduce the emissions. However, it should also be noted that future use of zero emissions vehicle and truck requirements as required and regulated by the California Air Resources Board (CARB) beginning in 2024 would also reduce the NO_x emissions by 30 percent¹.

¹ On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>

Greenhouse Gas Emissions

The Reduced Intensity Alternative would develop the Project site with the same type of warehousing uses, but with a 30 percent reduction in square footage. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of square footage that would be developed by this alternative would result in less traffic associated GHG emissions than the proposed Project. The increase in GHG emissions that would be generated from the operation of the proposed Project is 11,154.34 CO₂e per year (as shown in Table 5.2-3). Under the Reduced Intensity Alternative GHG emissions would be approximately 30 percent less, which would be approximately 7,808.04 CO₂e per year. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project; however, the emissions would also exceed the 3,000 MTCO₂e/yr screening threshold and would also result in an impact that would continue to be significant after mitigation. Thus, consistent with the proposed Project the Reduced Intensity Alternative would result in a significant and unavoidable impact.

Noise

Construction and operational noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would result in a 30 percent reduction in construction and 30 percent reduction in traffic related noise. Although construction of this alternative would generate the same type and volume of construction noise at the same distance to existing sensitive receptors as the proposed Project, the length of time of construction and the associated noise would be shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in warehouse building square footage. However, consistent with the proposed Project, impacts would be less than significant, and the Reduced Intensity Alternative would be neutral in comparison to the proposed Project.

Transportation

Consistent with the proposed Project, this alternative would install sidewalks and driveways pursuant to City regulations. In addition, the 30 percent reduction in building square footage would reduce the volume of vehicle miles traveled (VMT) generated by the Project. Table 5.4-2 in Section 5.4, *Transportation*, identifies that the proposed Project would generate approximately 1,598 trips per day. The Reduced Intensity Alternative would result in a 30 percent reduction, and result in approximately 1,119 trips per day; thus, resulting in a reduction of VMT, compared to the proposed Project. Consistent with the proposed Project, the Reduced Intensity Alternative would not generate an increase of more than 500 ADT and would result in a less-than significant impact on VMT.

Tribal Cultural Resources

The Reduced Intensity Alternative would reduce the area of potential impact to tribal cultural resources due to the 30 percent reduction in construction for the building and parking areas. However, the alternative would have a similar potential to adversely affect any tribal cultural resources. Thus, like the proposed Project, mitigation measures would be required to reduce potential impacts to a less than significant level. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the proposed Project.

6.7.1 CONCLUSION

Ability to Reduce Impacts

The Reduced Intensity Alternative would reduce the volume of vehicular trips, which would decrease the impacts related to air quality emissions. However, significant and unavoidable impacts related to greenhouse gas emissions would continue to occur from implementation of this alternative. This alternative would reduce potential impacts related to tribal cultural resources compared to the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required for the Reduced Intensity Alternative to reduce impacts to a less than significant level. The less than significant impacts related to noise would be consistent with the proposed Project. Overall, although the volume of impacts would be less by the Reduced Intensity Alternative in comparison to the proposed Project, the Reduced Intensity Alternative would not eliminate the significant and unavoidable greenhouse gas impacts of the proposed Project or eliminate the need for mitigation.

Ability to Achieve Project Objectives

Implementation of the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project, as listed in Table 6-4. The Reduced Intensity Alternative would increase and maintain an increased daytime population but to a 30 percent lesser extent than the proposed Project, it would be less flexible to foster economic development opportunities, it would not expand business opportunities to the same extent as the proposed Project, it would improve pedestrian accessibility, it would enhance the streetscape, and it would enhance the sense of place or provide aesthetic improvements. However, the proposed Project would better meet these objectives of providing 30 percent more warehousing space to provide more employment, more flexible and diverse land uses, more economic opportunities, more expanding business opportunities.

6.8 SWIP BUILDOUT ALTERNATIVE

The SWIP SCD provides for light and heavy manufacturing activities at a maximum FAR of 0.80. The proposed Project would develop an approximately 882,000 SF warehouse on the 40.01-acre site, which would result in a FAR of 0.543. The SWIP Buildout Alternative would develop the project site at a maximum FAR of 0.80, which would result in an approximately 1,394,269 SF two-story warehouse; 25 percent of which (348,567 SF) would be for refrigerated for storage of cold goods, and 75 percent of the building square footage would be non-refrigerated (1,045,702 SF). Both the building footprint and second story mezzanine area would be equally increased. Thus, the SWIP Buildout Alternative would have a larger footprint than the proposed Project. A proportional increase in the number of loading docks and surface parking area would be part of the SWIP Buildout Alternative. This alternative assumes that access to the site would be similar to the proposed Project with access from driveways on both Hemlock Avenue and Beech Avenue, that sidewalks would be developed along Beech Avenue, and that landscaping would be installed along both roadways adjacent to the site.

Environmental Impacts

Air Quality

Under the SWIP Buildout Alternative, the Project site would be built out as anticipated by the SWIP with a maximum FAR of 0.80, resulting in an approximately 1,394,269 SF two-story warehouse, which would be 512,269 SF larger than the proposed Project. Therefore, an increased volume of construction activities and the related emissions would occur. In addition, the increased square footage that would be developed by

this alternative would result in an increase of operational traffic and associated emissions than the proposed Project. As shown below in Table 6-3, daily vehicular trips from the SWIP Buildout Alternative would be 54 percent higher (1,368 daily trips more) than the proposed Project. Therefore, vehicular air quality emissions would be increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding air quality in comparison to the proposed Project. Both the proposed Project and the SWIP Buildout Alternative would result in significant and unavoidable impacts related to air quality.

Greenhouse Gas Emissions

Under the SWIP Buildout Alternative, the Project site would be built out as anticipated by the SWIP, which would be 512,269 SF larger than the proposed Project. Therefore, an increased volume of construction activities and the related GHG emissions would occur. In addition, the increased square footage that would be developed by this alternative would result in an increase of operational traffic and associated GHG emissions than the proposed Project. As shown below in Table 6-2, daily vehicular trips from the SWIP Buildout Alternative would be 54 percent higher (1,368 daily trips more) than the proposed Project. Therefore, vehicular GHG emissions would be increased in comparison to the proposed Project, and this alternative is environmentally inferior regarding GHG in comparison to the proposed Project. Both the proposed Project and the SWIP Buildout Alternative would result in significant and unavoidable impacts related to GHG.

Noise

Construction and operational noise impacts would be greater under the SWIP Buildout Alternative; however, the noise generated on the Project site would remain less than significant because the noise generation on the site is the same distance from sensitive receptors. Although construction of this alternative would be longer in timeline due to the larger warehouse being constructed, it would generate the same type and volume of construction and operational noise at the same distance to existing sensitive receptors as the proposed Project. Thus, impacts related to onsite noise sources would remain less than significant under the SWIP Buildout Alternative.

However, as shown below in Table 6-2, daily vehicular trips from the SWIP Buildout Alternative would be 54 percent higher (1,368 daily trips more) than the proposed Project, which would increase the volume of traffic noise. As shown on Table 5.3-12, traffic from the proposed Project would increase traffic noise up to generate up to 2.7 dBA CNEL on Hemlock Avenue south of Santa Ana Avenue and up to 2.2 dBA CNEL Hemlock Avenue north of Santa Ana Avenue. The 54 percent increase in traffic would likely increase the noise along Hemlock Avenue to the north and south of Santa Ana Avenue beyond the 3.0 of dBA CNEL threshold for increased roadway noise along Hemlock Avenue. Therefore, the SWIP Buildout Alternative would result in significant impacts related to traffic noise that would not be generated by the proposed Project. Thus, this alternative is inferior compared to the proposed Project, which would result in a less than significant impact related to noise, including traffic noise.

Transportation

Under this alternative the Project site would be developed at a FAR of 0.80, resulting in an approximately 1,394,269 SF two-story warehouse, which would be 512,269 SF larger than the proposed Project. As shown in Table 6-1, the SWIP SP EIR Traffic Analysis identified that the SWIP Buildout Alternative would generate 2,966 ADT, with 353 AM peak hour trips and 362 PM peak hour trips (in actual vehicles).

Table 6-1: SWIP Trip Generation Summary

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
SWIP SCD Total Trip Generation ¹	3,601.531 TSF	1,139	296	1,435	453	1,020	1,473	12,106
SWIP SCD Trip Rate		0.32	0.08	0.40	0.13	0.28	0.41	3.36
Project Site Trip Generation per SWIP SCD	882.008 TSF	282	71	353	115	247	362	2,966

Source: Traffic Analysis, Appendix F

¹Source: SWIP Project Traffic Analysis, 2011.

TSF = thousand square feet

Table 6-2 provides a comparison of the SWIP Buildout Alternative trip generation and the trip generation for the proposed Project. The comparison shows that the SWIP Buildout Alternative would generate 1,368 more ADT (a 54 percent increase). The increase in daily trips would exceed the City's 500 trip screening threshold for VMT. Therefore, the SWIP Buildout Alternative would result in a potentially significant impact, which would not occur from the Project. Therefore, the SWIP Buildout Alternative would result in increased transportation impacts, compared to the proposed Project.

Table 6-2: SWIP and Project Trip Generation Comparison (Actual Vehicles)

Land Use	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Proposed Project (Actual Vehicles)	105	32	137	41	104	145	1,598
Project Site Trip Generation per SWIP SCD	282	71	353	115	247	362	2,966
Increase in Vehicle Trips	+177	+39	+216	+74	+143	+217	+1,368

Source: Traffic Analysis, Appendix F

Tribal Cultural Resources

The SWIP Buildout Alternative would develop the same geographical areas that would be developed by the proposed Project. Thus, potential impacts to tribal cultural resources would be the same, and the same mitigation measures would be required to be implemented for this alternative as well as the proposed Project. Therefore, both the proposed Project and the SWIP Buildout Alternative would result in less than significant impacts to tribal cultural resources with implementation of mitigation, and the SWIP Buildout Alternative would be neutral in comparison to the proposed Project.

6.8.1 CONCLUSION

Ability to Reduce Impacts

This alternative would not eliminate the significant and unavoidable impacts related to air quality, greenhouse gas emissions, and transportation that would occur from implementation of the proposed Project. This alternative would result in a 54 (1,368 trips) percent daily increase in vehicular trips in comparison to the proposed Project. Thus, an increase in air quality emissions, greenhouse gas emissions, noise, and traffic would occur in comparison to the proposed Project. In addition, this alternative would not eliminate the potential impacts to tribal cultural resources that would require mitigation to be reduced to a less than significant level.

Ability to Achieve Project Objectives

Implementation of the SWIP Buildout Alternative would meet the Project objectives, as listed in Table 6-4. The SWIP Buildout Alternative would increase and maintain an increased daytime population to a 54 percent increased extent compared to the proposed Project, it would be flexible to foster economic development opportunities, it would expand business opportunities to a greater extent than the proposed Project, it would improve pedestrian accessibility, it would enhance the streetscape, and it would enhance the sense of place or provide aesthetic improvements. The alternative would also meet the objectives of providing more warehousing space to provide more employment, more flexible and diverse land uses, more economic opportunities, and more expanding business opportunities. The SWIP Buildout Alternative comparison to the Project objectives is listed in Table 6-4.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the “environmentally superior alternative” when significant environmental impacts result from a proposed project. The Environmentally Superior Alternative for the proposed Project would be the No Project/Existing Site Use Alternative, which would not involve any construction, increase in vehicular trips, and the related air quality emissions, GHG emissions, and vehicle noise; and would eliminate the significant and unavoidable impacts. In addition, this alternative would eliminate the need to implement mitigation measures related to tribal cultural resources. However, as shown in Table 6-4, the No Project/No Build Existing Site Use Alternative would not meet most of the Project objectives, and of those that are met, they would not be met to the same extent as the proposed Project.

CEQA Guidelines Section 15126.6(3)(1) 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.” Therefore, pursuant to CEQA, because the No Project/ No Build Existing Site Use Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be the Reduced Intensity Alternative.

However, significant and unavoidable impacts related to greenhouse gas emissions and transportation would continue to occur from implementation of this alternative. This alternative would reduce potential impacts related to air quality and tribal cultural resources compared to the proposed Project; but the mitigation required for implementation of the proposed Project would continue to be required. The volume of impacts would be reduced by the Reduced Intensity Alternative in comparison to the proposed Project and would be less than the other alternatives evaluated herein, as detailed in Table 6-3. Therefore, the Reduced Intensity Alternative would be the environmentally superior alternative. However, the Reduced Intensity Alternative would not eliminate the significant and unavoidable impacts of the proposed Project to greenhouse gas emissions or transportation or eliminate the need for mitigation.

Regarding Project objectives, the Reduced Intensity Alternative would meet the Project objectives, but some of them would not be met to the extent as would be achieved by the proposed Project, as listed in Table 6-4. The Reduced Intensity Alternative would increase and maintain an increased daytime population but to a 30 percent lesser extent than the proposed Project, it would be less flexible to foster economic development opportunities, it would not expand business opportunities to the same extent as the proposed Project, it would improve pedestrian accessibility, it would enhance the streetscape, and it would enhance the sense of place or provide aesthetic improvements. However, the proposed Project would better meet these objectives of providing 30 percent more warehousing space to provide more employment, more flexible and diverse land uses, more economic opportunities, more expanding business opportunities.

Table 6-3 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 6-4 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 6-3: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1: No Project/ No Build Existing Site Use	Alternative 2: Reduced Intensity	Alternative 3: SWIP Buildout
Air Quality	Significant and Unavoidable	Environmentally Superior; Less than Significant	Environmentally Superior; Less than Significant	Environmentally Inferior; also Significant and Unavoidable
Greenhouse Gas Emissions	Significant and Unavoidable	Environmentally Superior; Less than Significant	Environmentally Superior; but remains Significant and Unavoidable	Environmentally Inferior; also Significant and Unavoidable
Noise	Less than Significant	Same as proposed Project	Same as proposed Project	Environmentally Inferior; Significant and Unavoidable
Transportation	Less than Significant	Same as proposed Project	Same as proposed Project	Environmentally Inferior; Potentially Significant
Tribal Cultural Resources	Less than Significant with Mitigation	Environmentally Superior; Less than Significant	Same as proposed Project	Same as proposed Project
Eliminate Significant Impacts of the Project?		Yes	Yes, 1 of 2 significant impacts reduced	No
Areas of Reduced Impacts Compared to the Project		3	1	0

Table 6-4: Comparison of the Proposed Project and Alternatives Ability to Meet Objectives

	Proposed Project	Alternative 1: No Project/No Build Existing Site Use	Alternative 2: Reduced Intensity	Alternative 3: SWIP Buildout
Increase and maintain an increased daytime employment population.	Yes	No	Yes, but not to the same extent as the proposed Project.	Yes
Coordinate land uses and transportation with infrastructure planning.	Yes	Yes	Yes	Yes
Embrace flexible and diverse industrial land uses that foster economic development opportunities for the City of Fontana and surrounding areas.	Yes	Yes, but not to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.	Yes
Retain and expand existing businesses and business opportunities.	Yes	Yes, it retains businesses does not expand. Thus, it does not meet objectives to the same extent as the proposed Project.	Yes, but not to the same extent as the proposed Project.	Yes
Improve pedestrian accessibility, vehicular access, and parking to establish safety throughout the SWIP Specific Plan Update area.	Yes	No	Yes	Yes
Enhance the streetscape as well as the parking and loading areas throughout the SWIP Specific Plan Update area.	Yes	No	Yes	Yes
Coordinate and focus change in the SWIP Specific Plan Update area rather than a complete “removal and replacement” transformation to enhance the sense of place and promote aesthetic improvements.	Yes	No, does not enhance the sense of place or provide aesthetic improvements	Yes	Yes

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7.0 Preparers

7.1 PREPARERS

City of Fontana

Rina Leung, Senior Planner

E|P|D Solutions, Inc.

Jeremy Krout, AICP, Project Director

Konnie Dobrevva, JD, CEQA Project Director

Renee Escario, CEQA Project Manager/Author

Tiffany Dang, Environmental Project Coordinator

Zach Chilcote, Graphics

Brian F. Smith and Associates, Inc., Cultural and Paleontological Resource Assessment

Brian F. Smith, M.A., Principal Investigator

Andrew J. Garrison, M.A., Registered Professional Archaeologist

Todd A. Wirths, M.S., Senior Paleontologist, California Professional Geologist No. 7588

Urban Crossroads, Air Quality Impact Assessment, Mobile Health Risk Assessment, Energy, and Greenhouse Gas Analyses, Noise Impact Analysis, and Transportation Impact Analysis

Haseeb Qureshi, Air Quality, Energy, Greenhouse Gas Analyses

Alyssa Barnett, Air Quality, Energy, Greenhouse Gas Analyses

Bill Lawson, Noise and Vibration Analysis

Michael Tirohn, Mobile Health Risk Assessment

Charlene So, PE, Traffic Impact Analysis

Connor Paquin, PE, Traffic Impact Analysis

Alex So, Traffic Impact Analysis

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