



## 9th and Vineyard Development Project

Recirculated Draft Environmental Impact Report

State Clearinghouse #2019110456

*prepared by*

**City of Rancho Cucamonga**

Sean McPherson, Principal Planner

10500 Civic Center Drive

Rancho Cucamonga, California 91730

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400

Los Angeles, California 90012

**June 2024**



RINCON CONSULTANTS, INC. SINCE 1994

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City of Rancho Cucamonga  
**9th and Vineyard Development Project**

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# Executive Summary

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This document is an Environmental Impact Report (EIR) analyzing the environmental effects of the 9<sup>th</sup> and Vineyard Development Project (proposed project). This section summarizes the characteristics of the proposed project, alternatives to the proposed project, and the environmental impacts and mitigation measures associated with the proposed project.

In 2022, a Draft EIR for the proposed project was circulated to the public for 45 days from March 15<sup>th</sup> to May 2<sup>nd</sup>. This is a recirculation of the Draft EIR due to public concerns regarding the content and adequacy of the analysis prepared for the original 2022 EIR. The main public concern was the inclusion of emission credits from structures on the project site that did not appear to be occupied. Those structures were demolished between February and April 2022. Because the project site is now mainly vacant and undeveloped, this EIR includes updated technical studies for air quality, biological resources, greenhouse gas (GHG) emissions, noise, and transportation based on the current site conditions. In addition, the proposed truck access on Baker Avenue, via two proposed driveways, has been removed from the project design to prevent project-related trucks from impacting Baker Avenue. Under this revised circulation plan, vehicular access to the project site would be reduced from five proposed driveways to three proposed driveways, which has resulted in a revised traffic impact analysis. Based on these changes, the project requires a recirculation of the Draft EIR.

In addition, after the project applicant submitted their application, but before it was deemed complete, the City Council enacted a moratorium on November 4, 2020 to prohibit certain industrial uses while the City updated its code standards in response to rising interest and significant demand for the development of new industrial uses and the redevelopment of legacy uses throughout the city. Following the expiration of the moratorium on June 30, 2021, the City Council adopted Ordinance 982 on July 7, 2021, which established new development standards for industrial projects throughout the city in response to this demand in industrial development. Notably, the proposed project is deemed exempt from Ordinance 982 as the subject development application had been deemed complete on June 23, 2021, which is prior to the adoption of Ordinance 982. Pursuant to Development Code Section 17.02.020F.1, “all land use permit applications that are active and that have been determined by the planning director to be complete before the effective date of this title, or any amendments thereto, will be processed according to the regulations in effect when the application was deemed complete.” Thus, as the subject application was deemed complete prior to the adoption of Ordinance 982, it has been analyzed against standards in effect prior to the adoption of Ordinance 982.

## Project Synopsis

### Project Applicant

CP Logistics Vineyard, LLC  
2442 Dupont Drive  
Irvine, California 92612  
(949) 296-2989



## **Lead Agency Contact Person**

Sean McPherson, AICP, Principal Planner  
City of Rancho Cucamonga  
Planning Department  
10500 Civic Center Drive  
Rancho Cucamonga, California 91730  
(909) 774-4307

## **Project Location and Description**

The following is a summary of the full project description, which can be found in Section 2, *Project Description*.

The project site is bound by 9th Street to the north, Baker Avenue to the west, Vineyard Avenue to the east, and adjacent to 8th Street to the south. The 45.97-acre project site encompasses nine Assessor Parcel Numbers (APNs): 0207-271-25, -27, -39, -40, -89, -93, -94, -96, and -97. The entire project site (APNs 0207-271-25, -27, -39, -40, -93, -94, -96, and -97) is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as Neo-Industrial (NI) under the City's Zoning Code.

The project site has been previously developed but is currently vacant, with the exception of an existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line, which would remain and not be removed. The project site also contains an abandoned home on the west side of the site at 8803 Baker Avenue (hereafter referred to as the Baker House). The majority of the project site is covered with low-lying vegetation consisting of grasses and weeds. The site is in an urban area, has been previously graded and developed, and is surrounded by roads and urban structures (industrial buildings, residential buildings, and commercial buildings). Across 9th Street to the north of the project are single-family homes, light industrial warehouses, and residential communities. The adjacent properties to the north are zoned for Industrial Employment (IE), Neo-Industrial (NI), Parks (P), Neighborhood General 3 – Limited (NG3-L), Flood Control/Utility Corridor (FU/UC), and Medium Residential (M) uses. The project site is bordered to the east by Vineyard Avenue and Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly north to south into the Santa Ana River at the Prado Dam. East of the Cucamonga Creek are land uses zoned for NI. The Burling Northern and Santa Fe (BNSF) railway is located directly south of the site and is utilized by Metrolink. South of the BNSF railway, south of 8th Street, are properties within the City of Ontario zoned for residential and commercial uses. The project site is bordered to the west by Baker Avenue and across Baker Avenue are single-family homes, which are zoned as Low Residential (L). The southern project site boundary is approximately 105 feet north of the City of Ontario Boundary and the western project site boundary is approximately 0.5-mile west of the City of Ontario Boundary.

## Project Characteristics

**Table ES-1 Project Characteristics**

|                                      | Site 1            | Site 2            | Site 3            | Total        |
|--------------------------------------|-------------------|-------------------|-------------------|--------------|
| <b>Site Area</b>                     |                   |                   |                   |              |
| In sf                                | 1,236,223         | 252,512           | 513,486           | 2,002,221    |
| In acres                             | 28.38             | 5.8               | 11.79             | 45.97        |
| <b>Building Area</b>                 |                   |                   |                   |              |
|                                      | <b>Building 1</b> | <b>Building 2</b> | <b>Building 3</b> | <b>Total</b> |
| Office – 1st floor                   | 4,000 sf          | 2,000 sf          | 2,500 sf          | 8,500 sf     |
| Office – 2nd floor                   | --                | 2,000 sf          | 2,500 sf          | 4,500 sf     |
| Warehouse                            | 607,574 sf        | 103,541 sf        | 257,981 sf        | 969,096 sf   |
| Total                                | 611,574 sf        | 107,541 sf        | 262,981 sf        | 982,096 sf   |
| Lot Coverage                         | 49.47%            | 41.8%             | 50.73%            | 48.83%       |
| Floor Area Ratio (FAR)               | 49.47%            | 42.59%            | 51.21%            | 49.05%       |
| Maximum Height                       | 51'               | 45'               | 47'               |              |
| <b>Parking Stalls</b>                |                   |                   |                   |              |
| Standard                             | 151               | 46                | 78                | 275          |
| Accessible Parking                   | 5                 | 2                 | 4                 | 11           |
| Van Accessible Parking               | 1                 | 1                 | 1                 | 3            |
| Van Accessible Electric Vehicle (EV) | 1                 | 1                 | 1                 | 3            |
| EV Standard Accessible               | 1                 | --                | 1                 | 2            |
| EV Standard Parking                  | 26                | 10                | 19                | 55           |
| EV Standard Charging                 | 7                 | 2                 | 4                 | 13           |
| Total                                | 192               | 62                | 108               | 362          |
| Trailer Parking                      | 126               | 12                | 30                | 168          |
| Bicycle Parking                      |                   |                   |                   | 18           |
| <b>Landscape</b>                     |                   |                   |                   |              |
| Percentage                           | 10.6%             | 10.8%             | 15.7%             | 11.9%        |
| In sf                                | 130,466           | 27,167            | 80,800            | 238,433      |

sf = square feet

Accessible = American Disabilities Act (ADA) Accessible

### Historical Building – 8803 Baker Avenue

A vacant residential building along the western border of the project site fronting Baker Avenue located at 8803 Baker Avenue (APN 0207-271-40), has been determined to have historical significance by the City. As part of the project, this historic building known as the “Baker House” would be retained and rehabilitated, so that it can be reused as a City facility to benefit the adjacent residential communities. The Baker House would be rehabilitated in compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) as part of the project regardless of which specific design concept is selected. The building’s underlying site area totaling approximately one acre would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The applicant is currently in the process of working to design the rehabilitated Baker House and associated site

improvements to the satisfaction of the City of Rancho Cucamonga. The final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the Rancho Cucamonga Municipal Code (RCMC).

#### *Parking and Site Access*

Passenger vehicle parking areas would be provided on the east side and northeast, northwest, and southwest corners of Building 1, the west side and southwest corner of Building 2, and all four corners of Building 3, with a total of 362 on-site passenger vehicle parking spaces. Vehicular access to the project would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and two driveways from Baker Avenue. The 9th Street driveway would provide inbound/outbound access for passenger vehicles and trucks; however, trucks exiting onto 9th Street would be restricted to turn right only. Trucks would not be permitted to turn left and head towards Baker Avenue due to the existing residential communities located west of Baker Avenue. The northern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles and trucks and the southern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles only. The two driveways from Baker Avenue would be restricted to passenger vehicle traffic only; no heavy trucks would be permitted to enter/exit the site from the Baker Avenue driveways.

#### *Architecture Plan*

The three proposed buildings would be built to achieve Leadership in Energy and Environmental Design (LEED) certification. The three proposed buildings would have varied rooflines and portions of the building would be less than the maximum height of the three buildings. The three proposed buildings would be constructed of concrete tilt-up panels and low-reflective, blue glass. The three proposed buildings' exterior color palette would be composed of various shades of white and gray. Decorative building elements include panel reveals, parapets, mullions, and canopies are proposed at office entries.

#### *Landscape Plan*

All existing vegetation on the project site are proposed to be removed and replaced with the plant material specified on the proposed landscape plan for the project. Proposed landscaping primarily would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Trees, shrubs, and groundcover are proposed along the southern property boundary. Landscaping also would occur around the three proposed buildings, at office entries, and in and around automobile parking areas.

Prior to the issuance of a building permit to construct the three proposed buildings, the project applicant would be required to submit final planting and irrigation plans to the City for review and approval. The plans are required to comply with Chapter 17.56 of the RCMC, which establishes requirements for landscape design.

#### *Utilities Improvements*

The project site is served by water, sewer, power, natural gas, and telecommunication facilities due to past developments on-site. Services and infrastructure would be extended and fully improved throughout the project site concurrent with construction of facilities for the proposed project.

Storm drain improvements are required for connection to the existing public storm drain system currently terminating in Baker Avenue to the concrete-lined Cucamonga Creek flood control channel east of Vineyard Avenue. The storm drain is maintained by the San Bernadino County Flood Control District (SBCFCD) and Cucamonga Creek is under the jurisdiction of the Army Core of Engineers (ACOE). Details regarding these improvements are discussed under the drainage plan.

Additional utilities to the site include:

- Domestic and recycled water supply and distribution (Cucamonga Valley Water District [CVWD])
- Wastewater facilities (CVWD)
- Electricity (Southern California Edison [SCE])
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (Charter Communications and Frontier Communications)
- Solid waste (Burrtec)

### *Drainage Plan*

The project would provide a total of four truck yards – one located on the east side of Building 3, one on the south side of Building 2, one on the north side of Building 1, and one on the south side of Building 1. Runoff from the northern and eastern portions of Building 3, the northern drive aisle, and eastern truck yard would drain to catch basins in the truck yard and then be conveyed south via a proposed storm drain lateral which also accepts runoff from off-site residential lots to the north and west. The proposed lateral would drain to the 66 to 78-inch improved storm drain. The proposed project would rely on the storm drain improvement, which is being processed separately pursuant to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The project applicant has received environmental clearance under NEPA from the ACOE for the 66 to 78-inch storm drain improvement. A CEQA exemption is currently underway that would be approved by the City. Construction of the storm drain improvement will occur prior to implementation of the proposed project.

### *Construction Characteristics*

Construction of the proposed project is expected to span a length of approximately 11 months. For purposes of analysis in this EIR, construction is assumed to commence in January 2025 and finish in November 2025. The Baker House located at 8803 Baker Avenue and the existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line would remain and not be demolished. Construction would include: (1) grading, (2) vertical construction of the three proposed warehouse buildings, (3) paving, (4) architectural coating (5) landscaping, and all applicable off-site improvements conditioned by the City.

Construction workers would travel to the site by passenger vehicle and materials delivered would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the project site up to 7 hours per day, 5 days per week.

### *Operational Characteristics*

The future occupants of the project's three proposed industrial buildings are currently unknown. The project applicant expects that the buildings will be occupied a warehouse distribution user. For purposes of evaluation in this EIR, it is assumed that the buildings would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The buildings are designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. Dock doors on industrial buildings are not occupied by a truck at all times of the day. There are typically more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, many dock door positions are frequently inactive throughout the day. During operation, employees, visitors, and vehicles hauling goods would travel to and from the project site on a daily basis. Because the project is a warehousing development, project trips were converted into passenger car equivalent (PCE) trips. Project operations are calculated by a traffic study to generate approximately 2,201 PCE vehicle trips per day, including 1,337 PCE passenger vehicle trips and 864 PCE truck trips.

### *Project Design Features*

Project Design Features (PDF) are specific design and/or operational characteristics proposed by the applicant that are incorporated into the project to reduce or avoid its potential impacts to the environment. The following Project Design Features identified in Table 2-2 are incorporated into the project and do not constitute mitigation measures.

**Table ES-2 Project Design Features**

| Issue Area           | Project Design Features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Biological Resources | <p>General requirements that shall be followed by construction personnel are listed below and shall be included in the construction plans.</p> <ul style="list-style-type: none"> <li>▪ The contractor shall clearly delineate the remediation limits, staging areas, and access points and prohibit any construction-related traffic outside of these boundaries.</li> <li>▪ All food-related trash items, such as wrappers, cans, bottles, and food scraps generated during proposed project construction, shall be disposed of in closed containers only and removed from the workspace.</li> <li>▪ Best management practices (BMPs) shall be implemented throughout project construction and shall include, but not be limited to, erosion and sediment controls to minimize erosion during construction. BMPs shall be implemented for the duration of the project until disturbed areas have been stabilized by long-term erosion control measures.</li> <li>▪ Materials shall be stored at least 100 feet from waterways, as feasible, or equipment will utilize secondary containment.</li> <li>▪ Construction materials and spoils shall be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.</li> <li>▪ Vegetation trimming shall be limited to the maximum extent feasible.</li> </ul> <p>Any substances that could be hazardous to wildlife resulting from project-related activities shall be prevented from contaminating the soil and/or entering waterways.</p> |
| Hazardous Materials  | <p>The project site previously included three warehousing uses that used hazardous materials and substances including cleaners, paints, solvents, fertilizers, and pesticides for site landscaping in limited quantities. The project does not propose uses typically associated with hazards and hazardous materials, such as industrial, raw materials processing and storage, and manufacturing on the project site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Issue Area                    | Project Design Features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public Services               | <ul style="list-style-type: none"> <li>Rancho Cucamonga requires that all new nonresidential buildings over 5,000 square feet provide built-in fire sprinklers.</li> <li>Developer will rehabilitate a historic house to a commercial shell condition for the purpose of reusing the structure as a community facility while preserving the exterior and interior integrity for historic purposes</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Transportation                | <p>The applicant shall construct the following intersection improvements at the Project vicinity:</p> <ul style="list-style-type: none"> <li>Construct frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along Project's 9th Street, Vineyard Avenue, and Baker Avenue frontages.</li> <li>Pay fair share contribution to add a southbound right-turn overlap phase on Vineyard Avenue and Foothill Boulevard.</li> <li>Pay fair share contribution to widen the westbound approach five inches to accommodate dual westbound left-turn lanes, three westbound through lanes, a bike lane, and a westbound right turn lane on Foothill Boulevard.</li> <li>Pay fair share contribution to widen the westbound approach 10 inches to add a westbound right-turn pocket on Vineyard Avenue and Arrow Route.</li> <li>Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the project site.</li> <li>Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the Project site: <ul style="list-style-type: none"> <li>Southwest corner of 9th Street and Vineyard Avenue</li> <li>Northwest corner of 8th Street and Vineyard Avenue</li> <li>Southwest corner of 8th Street and Vineyard Avenue</li> </ul> </li> </ul> |
| Utilities and Service Systems | <ul style="list-style-type: none"> <li>New connections to existing water and wastewater utility infrastructure in the project area.</li> <li>Efficient design and material usage</li> <li>Water and sewer plans shall be designed, and laterals constructed to meet the requirements of CVWD and the Municipal Code and be approved by CVWD.</li> <li>Trash enclosures are in areas where collection trucks do not have to back up into the public right-of-way.</li> <li>Enclosures located as close to main driveways as possible to reduce the distance bins must be pushed for dumping.</li> <li>Consideration should be given during building design for the possible location of trash compactors and cardboard balers</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Wildfire                      | <ul style="list-style-type: none"> <li>The project would provide built-in sprinklers in the proposed buildings in accordance with the standards set by Rancho Cucamonga Fire Protection Department (RCFPD).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## Project Objectives

1. The objectives of the proposed project are: Expand economic development, facilitate job creation, and increase the tax base for the City of Rancho Cucamonga by establishing new industrial development adjacent to established and planned industrial areas.
2. Attract employment-generating businesses to the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the job-housing balance in the City.

3. Develop three speculative light industrial buildings in Rancho Cucamonga that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.
4. Attract businesses that can expedite the delivery of essential goods to consumers and businesses in Rancho Cucamonga and beyond the City boundary.
5. Develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the vicinity and minimize conflicts with other nearby land uses.
6. Develop light industrial buildings in proximity to the State highway system to avoid or shorten truck-trip lengths on other roadways.
7. Maintain the historical resources of the City by renovating The Baker House building on-site for use by the City as a community center.
8. Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.
9. Develop a property that has access to available infrastructure, including roads and utilities.

## Required Approvals

The project would require the following approvals by the City of Rancho Cucamonga:

- **Development Agreement (DRC2022-00266)** that would provide the project applicant with assurance that development of the project may proceed subject to the rules and regulations in effect at the time of project approval. The Development Agreement would also provide the City of Rancho Cucamonga with assurance that certain obligations of the project applicant would be met, such as the required timing of public improvements, the Applicant's contribution toward funding community improvements, and other conditions. No physical changes in the environment (beyond those described herein) are assumed in connection with the Development Agreement.
- **Tentative Parcel Map (SUBTPM20173)** to consolidate the existing nine parcels into four parcels. SUBTPM20173 would create the following parcels: Parcel 1 with a parcel size of approximately 28.38 net acres in size for Building 1, Parcel 2 with a parcel size of approximately 5.80 net acres in size for Building 2, and Parcel 3 with a parcel size of approximately 11.79 net acres in size for Building 3. Parcel 4 would be for the renovated Baker House. SUBTPM20173 would also include all required land dedications, vacations, and easements.
- **Design Review (DRC2019-00742)** for the site development and architectural design of the three warehouse buildings totaling approximately 982,096 sf and approximately 1,260 sf associated with the rehabilitation of the Baker House, a historically significant structure on the 45.97-acre project site.
- **Conditional Use Permit (DRC2022-00009)** to permit the "Wholesale, Storage, and Distribution – Medium" use within the three proposed buildings.
- **Certificate of Appropriateness (DRC2019-00854)** for review of the rehabilitation of the Baker House at 8803 Baker Avenue. The City will review the rehabilitation and future use in conformance with the City's Historic Preservation Ordinance.

## Alternatives

As required by the California Environmental Quality Act (CEQA), this EIR examines alternatives to the proposed project. Studied alternatives include the following four alternatives. Based on the alternatives analysis, Alternative 3 was determined to be the environmentally superior alternative.

- Alternative 1: No Project/Existing 9000-9010 Buildings to Remain
- Alternative 2: No Project/Likely to be Built Under the Current Development Code
- Alternative 3: Single Building
- Alternative 4: Data Center

**Alternative 1 (No Project/Existing 9000-9010 Buildings to Remain)** assumes that the proposed three warehouse buildings and associated landscaping and surface lot improvements would not be constructed, and the Baker House would remain vacant with no associated operations. Under existing conditions, the project site is vacant and undeveloped with the exception of an existing cell tower, located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line. The project site also contains the Baker House on the west side of the site. The project site is primarily a dirt lot covered with low-lying vegetation consisting of cheatgrass, short-podded mustard, rattail fescue, slender woolly wild buckwheat, and wild oats and annual brome grassland. A chain link fence surrounds the project along the project site's frontage with Baker Avenue, 9th Street, and Vineyard Avenue.

The No Project/No Build Alternative would avoid the project's significant land use and noise impacts and reduce impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services and recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire; however, Alternative 1 would not fulfill any project objectives, would not realize any of the project's design benefits associated with new development, would not meet current City design standards, and would also have the potential for negative effects associated with urban blight and safety and security issues.

**Alternative 2 (No Project/Likely to be Built Under the Current Development Code)** would involve the development of one warehouse building on Site 1 of the project site (eastern portion) totaling 1,201,332 sf, which is the maximum floor area ratio (FAR) (60 percent) for the site's existing NI zone. The building would be built to the 75-foot maximum height allowed by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP), which would be 24 feet taller than the proposed project's tallest warehouse building. Under this alternative, the warehouse building would be three stories and have a building footprint of 400,444 sf, which would reduce the building footprint in comparison with the project by 90,604 sf (18 percent). The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Because the warehouse building would be



developed on the eastern portion of the project site, the driveway from the north side of Baker Avenue would not be needed.

Due to the increase in square footage in comparison to the proposed project, the No Project/Likely to be Built Under the Current Development Code Alternative would increase impacts to aesthetics, air quality, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, and utilities and service systems, and decrease impacts to cultural resources, paleontological resources, and tribal cultural resources. This alternative would not eliminate the unavoidable and significant impacts related to land use and planning and noise. This alternative would meet the majority of the project objectives except for Objective 3 and meet Objective 5 less effectively than the project.

**Alternative 3 (Single Building Alternative)** would involve the development of one warehousing building totaling 982,096 sf on Site 1 of the project site (eastern portion). Although the maximum FAR for the site's existing NI zone would allow the single warehouse building to be up to approximately 1,201,332 sf, the square footage for the single building would be kept consistent with the project for the purpose of air quality, GHG emissions, noise, etc. comparisons. The maximum building height would be 51 feet, and two stories, which would be equal to the project's tallest proposed warehouse building. The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Standards would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Because the warehouse building would be developed on the eastern portion of the project site, the driveway from the north side of Baker Avenue would not be needed.

The Single Building Alternative would have equal impacts to all issue areas with the exception of decreased aesthetics, cultural resources, geology and soils, hydrology and water quality, noise, and tribal cultural resources impacts. This alternative would meet all project objectives except for Objective 3, and Objective 5 not as effectively as the project.

**Alternative 4 (Data Center Alternative)** would involve the development of two data center buildings totaling approximately 522,258 sf on Site 3 (western portion) of the project site, which would be 459,838 sf (approximately 47 percent) less than the proposed project's total building area. The project would include associated backup generators, surface parking, and landscaping within the project site, as well as frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along the project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. The data center would require an increase in the electricity grid that is supplied by Southern California Edison (SCE) through a new 261,362-sf electrical substation to be constructed on the site as part of this alternative.

The maximum building height of each building would be 51 feet, which is the same as the tallest warehouse building under the proposed project. Both buildings would be two stories with a total of 261,129 sf building footprint (approximately 130,564 sf footprint for each building). The data center would generate 75 to 100 full-time employees and have a maximum electrical load of 350 megawatts (MW). The central and eastern portions of the site would be graded and developed with surface parking and landscaping. Similar to the proposed project, the Baker House along the

western border of the project site would be retained and rehabilitated, and compliance with the Standards would be required. Vehicular access would be provided by two driveways on Baker Avenue. Because the data center facility would generate less employees and would be developed on the western portion of the project site, the driveway from the south side of Vineyard Avenue and the north side of Baker Avenue would not be needed.

The Data Center Alternative would increase impacts related to air quality, energy, GHG emissions, and utilities and service systems and decrease impacts related to aesthetics, biological resources, cultural resources, geology and soils, noise, population and housing, public services and recreation, transportation, and tribal cultural resources. Alternative 4 would eliminate the significant and unavoidable noise impacts associated with nighttime truck traffic. However, data centers are not identified in the City's General Plan and RCMC, so it is not an allowable land use in the NI zone, so this alternative would also result in a significant and unavoidable land use and planning impact. The Data Center Alternative would fail to meet project Objectives 1, 2, 3, 4, and 6, and would meet Objective 5 less effectively than the project.

## Areas of Known Controversy

The EIR scoping process did not identify any areas of known controversy for the proposed project. Responses to the Notice of Preparation of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Section 1, *Introduction*.

## Issues to be Resolved

The proposed project would require a grading and building permit. In addition, Planning Commission approval of a discretionary permit/entitlement for Development Plan Review of a new building and a rooftop lunchroom would be required.

## Summary of Impacts and Mitigation Measures

Table ES-3 summarizes the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts (the impact after application of mitigation, if required). Impacts are categorized as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per *CEQA Guidelines* Section 15093.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under *CEQA Guidelines* Section 15091.
- **Less than Significant.** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact:** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

**Table ES-3 Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

| <b>Impact</b>                                                                                                                                                                                                                                                                                                                           | <b>Mitigation Measure (s)</b> | <b>Residual Impact</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|------------------------|
| <b>Aesthetics</b>                                                                                                                                                                                                                                                                                                                       |                               |                        |
| <b>Impact AES-1.</b> The project site is previously developed and located in an urbanized area; therefore, the project would not affect views of the San Bernardino and San Gabriel Mountains. Impacts related to scenic vistas would be less than significant.                                                                         | None required.                | Less than Significant  |
| <b>Impact AES-2.</b> The project site is not a state scenic highway and would not substantially damage scenic resources. Impacts would be less than significant.                                                                                                                                                                        | None required.                | Less than Significant  |
| <b>Impact AES-3.</b> The project would be subject to applicable zoning, municipal code, and general plan regulations, policies, and standards. Impacts would be less than significant.                                                                                                                                                  | None required.                | Less than Significant  |
| <b>Impact AES-4.</b> The project would comply with existing local regulations related to light and glare. The project would not create a new source of light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.                                                       | None required.                | Less than Significant  |
| <b>Agricultural and Forestry Resources</b>                                                                                                                                                                                                                                                                                              |                               |                        |
| <b>Impact AG-1.</b> The project site is categorized as Urban and Built-Up Land and would not convert farmland. No impacts would occur.                                                                                                                                                                                                  | None required.                | No Impact              |
| <b>Impact AG-2.</b> The project would not conflict with existing zoning for agricultural use and the project site is not under a Williamson Act contract. No impacts would occur.                                                                                                                                                       | None required.                | No Impact              |
| <b>Impact AG-3.</b> The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts to forest land or timberland would occur. | None required.                | No Impact              |
| <b>Impact AG-4.</b> The project would not involve changes in the existing environment which would convert farmland or forest land. No impacts would occur.                                                                                                                                                                              | None required.                | No Impact              |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Residual Impact       |
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| <b>Air Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                       |
| <b>Impact AQ-1.</b> The project would not result in growth exceeding forecasts established by the SCAQMD AQMP and SCAG 2020-2045 RTP/SCS. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Less than Significant |
| <b>Impact AQ-2.</b> Project construction would generate short term emissions or criteria pollutants primarily due to vehicle exhaust associated with construction equipment and fugitive dust from site preparation and grading. Project operation would generate long-term emissions or criteria pollutants primarily due to mobile and area sources. The project would not generate air pollutant emissions in exceedance of SCAQMD thresholds and would therefore not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. Impacts would be less than significant. | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Less than Significant |
| <b>Impact AQ-3.</b> Emissions of criteria air pollutants would not exceed SCAQMD LSTs for construction and operation. Toxic air contaminant emissions would contribute to fewer than 10 excess cancer cases in one million individuals. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.                                                                                                                                                                                                                                                  | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |
| <b>Impact AQ-4.</b> The project would not include odor generating uses and would not result in odor emissions affecting a substantial number of people. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                                       | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |
| <b>Biological Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                       |
| <b>Impact BIO-1.</b> Implementation of the project could result in direct or indirect impacts to Cooper's Hawk and nesting birds through removal of ground cover and habitat, and from construction during the breeding season. However, impacts would be less than significant with mitigation incorporated.                                                                                                                                                                                                                                                                                                                         | <b>BIO-1 Nesting Bird Avoidance.</b> To avoid disturbance of nesting birds, including special-status species and birds protected by the MBTA and CFGC Section 3503, project activities shall occur outside of the breeding season for migratory birds (generally February 1 through September 1), if feasible. If construction occurs during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to the initiation of project activities. The nesting bird pre-construction survey shall be conducted on foot inside the project site and include a 300-foot buffer for raptors and a 100-foot buffer for all other species. The survey shall be conducted by a qualified biologist who is familiar with the identification of avian species known to occur in Southern California. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                             | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Residual Impact       |
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|                                                                                                                                                                                                                                                                                                                    | and existing disturbances associated with land use outside of the workspace) shall be determined and demarcated by the biologist with construction fencing, flagging, or other means to mark the boundary. The buffer shall be maintained until the birds have fledged the nest and are foraging on their own. Intrusion into the buffer may only be conducted at the discretion of the biologist.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                       |
| <b>Impact BIO-2.</b> The project would avoid any impacts to Cucamonga Creek, which is approximately 45 feet from the project site. The project site does not contain state or federally regulated waters, critical habitat, sensitive natural communities, or protected wetland. Therefore, no impact would occur. | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No Impact             |
| <b>Impact BIO-3.</b> The project site does not support local or regional terrestrial wildlife movement, and development of the project would not hinder normal activities of wildlife. Impacts would be less than significant.                                                                                     | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than Significant |
| <b>Impact BIO-4.</b> The project would not conflict with local policies and ordinances protecting biological resources such as trees. No impact would occur.                                                                                                                                                       | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | No Impact             |
| <b>Cultural Resources</b>                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                       |
| <b>Impact CUL-1.</b> The project involves construction of three warehouse buildings and rehabilitation of the Baker House, a historically significant building. With implementation of mitigation measures, potential impacts to historical resources would be less than significant.                              | <b>CUL-1 Standards Rehabilitation Review.</b> The project team shall retain a qualified professional who meets the Secretary of the Interior's Professional Qualifications Standards in historic architecture or architectural history and possesses a minimum of five years of experience in historic preservation. The input from a historic professional shall take place early and often in the design process, from conceptual and schematic phases through design development. The qualified professional shall rely on the 2021 McGee report in regard to the identification and preservation of character-defining features. The qualified professional shall consult with the project design team and provide recommendations as needed to ensure compliance with the SOI Standards. Recommendations shall be integrated into the design as it progresses, prior to the review under the Certificate of Appropriateness (COA) process. The qualified professional shall review the rehabilitation plans at the 65% and 90% phase and provide recommendations as needed. Prior to the issuance of grading permits, the qualified professional shall prepare an SOI Standards Project Review Memorandum to document the rehabilitation's compliance with the SOI Standards. This memorandum shall be submitted to | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                     | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Residual Impact              |
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|                                                                                                                                                                                                                                                                                                                            | <p>the City of Rancho Cucamonga for review and acceptance under the COA process.</p> <p><b>CUL-2 Mothballing Plan.</b> Prior to the issuance of grading permits, a qualified professional who meets the Secretary of the Interior’s Professional Qualifications Standards in historic architecture or architectural history shall develop a Mothballing Plan for the Baker House to prepare the site for a sustained period of vacancy and minimize harm to the building. The Mothballing Plan shall require protective fencing around the building and periodic checks to confirm the building is secure and stabilized. The Mothballing Plan shall follow guidance outlined in the NPS–prepared Preservation Brief 31: Mothballing Historic Buildings. This plan shall be submitted to the City of Rancho Cucamonga for review and acceptance under the Certificate of Appropriateness process.</p> <p><b>CUL-3 Interpretive Display.</b> A historic preservation professional qualified who meets the Secretary of the Interior’s Professional Qualifications Standards shall be selected to prepare an on-site interpretive display to be located near the historic building. The interpretive display shall include a brief history of the Baker House and its significance within the community. The plan for the interpretive display shall be submitted to the City of Rancho Cucamonga for review and acceptance under the Certificate of Appropriateness process. The interpretive display shall be installed within one year of the completion of the rehabilitation.</p> |                              |
| <p><b>Impact CUL-2.</b> Grading and excavation associated with the proposed project would have the potential to unearth and disturb previously unidentified or unknown archaeological resources. Potential impacts to archaeological resources would be reduced to less than significant with mitigation incorporated.</p> | <p><b>CUL-4 Unanticipated Discovery of Archaeological Resources.</b> In the event that archaeological resources are encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the find is of Native American origin, then a Native American representative shall also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery is eligible for the CRHR and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to cultural resources. The City, and stakeholders when appropriate, shall review and approve the treatment plan and archeological testing as appropriate.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>Less than Significant</p> |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                             | Mitigation Measure (s) | Residual Impact       |
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| <b>Impact CUL-3.</b> Grading and excavation required for the proposed project would have the potential to unearth and disturb previously unidentified or unknown human remains. Upon compliance with existing regulations pertaining to discovery of human remains, potential impacts would be less than significant.                                                                                                                              | None required.         | Less than Significant |
| <b>Energy</b>                                                                                                                                                                                                                                                                                                                                                                                                                                      |                        |                       |
| <b>Impact E-1.</b> The project would use nonrenewable and renewable resources during construction and operation. However, the project would not place significant additional demand on energy providers and would comply with applicable conservation stands. Therefore, implementation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant. | None required.         | Less than Significant |
| <b>Impact E-2.</b> Implementation of the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.                                                                                                                                                                                                                                             | None required.         | Less than Significant |
| <b>Geology and Soils</b>                                                                                                                                                                                                                                                                                                                                                                                                                           |                        |                       |
| <b>Impact GEO1a and 1b.</b> The project site is not located in an Alquist-Priolo Fault Zone and no fault lines traverse directly under the site; however, the site is in an area that is subject to strong ground motions due to earthquakes. Compliance with Rancho Cucamonga General Plan goals and policies and the CBC would reduce potential impacts related to seismic ground shaking to a less-than-significant level.                      | None required.         | Less than Significant |
| <b>Impact GEO-1c.</b> The project site is not located in an area of liquefaction susceptibility. The project site contains soil that lacks moisture and has lower historic groundwater levels that would minimize seismic related ground failure and liquefaction risks. Therefore, the project would not directly or indirectly cause substantial adverse effects related to seismic ground failure including liquefaction.                       | None required.         | Less than Significant |
| <b>Impact GEO-1d.</b> The project site is relatively flat and is not within a zone of landslide susceptibility. Therefore, the project would not directly or indirectly cause substantial adverse effects involving landslides.                                                                                                                                                                                                                    | None required.         | No Impact             |

| Impact                                                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Residual Impact              |
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| <p><b>Impact GEO-2.</b> During project-related construction activities, there is an increased potential for the project to create localized soil erosion. With implementation of a dust control plan and SWPPP, the project would not result in substantial soil erosion or the loss of topsoil.</p>                                                                                         | <p>None required.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Less than Significant</p> |
| <p><b>Impact GEO-3.</b> With implementation of Mitigation Measure GEO-1 and adherence to the City's building and grading standards, the project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.</p> | <p><b>GEO-1 Geotechnical Design.</b> Prior to the issuance of grading permits or building permits, the City shall review and approve all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the project's geotechnical investigation and other applicable RCMC requirements. Specific design considerations as outlined in the geotechnical report prepared by Southern California Geotechnical (SCG 2019) shall be implemented to minimize the risk for geological hazards included in the project construction plans. Below is a summary of the specific design considerations for site grading, construction, foundation, floor slab, retaining wall, and pavement:</p> <ul style="list-style-type: none"> <li>▪ Remedial grading shall occur within the proposed building pad areas to remove the existing fill soils and a portion of the near-surface alluvial soils and replace them as compacted structural fill;</li> <li>▪ New pavement and flatwork subgrade soils shall be scarified to a depth of approximately 12 inches, thoroughly moisture conditioned and recompacted to at least 90 percent of the maximum dry density;</li> <li>▪ Compaction test shall be performed periodically by the geotechnical engineer as random verification of compaction and moisture content;</li> <li>▪ All imported structural fill shall consist of very low expansive, well graded soils possessing at least 10 percent fines.</li> <li>▪ New square and rectangular footings shall be designed as follows: <ul style="list-style-type: none"> <li>▫ Maximum, net allowable soil bearing pressure: 2,500 pounds per feet squared (lbs/ft<sup>2</sup>)</li> <li>▫ Minimum wall/column footing width: 14 inches/24 inches.</li> <li>▫ Minimum longitudinal steel reinforcement within strip footings: Two No. 5 rebars (one top and one bottom).</li> <li>▫ Minimum foundation embedment: 12 inches into suitable structural fill soils, and at least 18 inches below adjacent exterior grade. Interior column footings may be placed immediately beneath the floor slab.</li> <li>▫ Perimeter building foundations shall be continuous across all exterior doorways. Any flatwork adjacent to the exterior doors should be</li> </ul> </li> </ul> | <p>Less than Significant</p> |



| Impact                                                                                                                                                                                                                                                                                                          | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Residual Impact       |
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|                                                                                                                                                                                                                                                                                                                 | <p>doweled into the perimeter foundations in a manner determined by the structural engineer.</p> <ul style="list-style-type: none"> <li>Retaining wall design parameters: internal friction angle = 30 degrees; unit weight = 130 lbs/ft<sup>2</sup>; active condition (level backfill): 43 lbs/ft<sup>2</sup>; active condition (2h:1v backfill): 70 lbs/ft<sup>2</sup>; at-rest condition (level backfill): 65 lbs/ft<sup>2</sup></li> <li>Pavement design parameters are based on either Portland Cement Association or California Department of Transportation design parameters for a 20-year design period.</li> </ul>                                                                                                                                                                                                                                                        |                       |
| <b>Impact GEO-4.</b> The project site is underlain by soils classified as low to non-expansive. The project would not create substantial direct or indirect risks to life or property due to expansive soil.                                                                                                    | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Less than Significant |
| <b>Impact GEO-5.</b> The project would not use septic tanks or alternative wastewater disposal systems; therefore, impacts related to the use of or performance of septic tanks and/or alternative wastewater system would not occur.                                                                           | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No Impact             |
| <b>Impact GEO-6.</b> Rancho Cucamonga consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils; however, there may be sedimentary deposits at a greater depth. However, impacts would be less than significant with mitigation incorporated.          | <b>GEO-2 Paleontological Resources.</b> In the event that paleontological resources are exposed during construction activities, ground disturbing activities shall be suspended within 100-feet of the potential resource(s). A qualified paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the paleontologist shall simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of a treatment plan, testing, or data recovery, could be warranted and shall be submitted to the Development Services Director or his/her designee. The final determination of any resource if discovered on the project site, shall be subject to the recommendation of a qualified paleontologist. | Less than Significant |
| <b>Greenhouse Gas Emissions</b>                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |
| <b>Impact GHG-1.</b> Project-generated emissions would be inconsistent with the Rancho Cucamonga Climate Action Plan's emissions forecasts. However, Mitigation Measure GHG-1 would achieve consistency with the CAP checklist. Therefore, impacts would be less than significant with mitigation incorporated. | <b>GHG-1 Implementation of Climate Action Plan Measures.</b> The project applicant shall ensure that future project related activities incorporate all applicable CAP measures for which consistency is not demonstrated in Table 4.8-3, CAP Measures Consistency Checklist. The following GHG reduction measures are not satisfied through project design features, and would be required in order to ensure consistency with the CAP:                                                                                                                                                                                                                                                                                                                                                                                                                                             | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Residual Impact       |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"> <li>Ensure that a minimum of 5 percent of parking spaces would be “EV Installed” or a minimum of one “EV Installed” space for 0-20 parking spaces;</li> <li>For heavy-duty off-road vehicles and equipment, including forklifts and yard hopppers, require the use of zero emissions technology or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane);</li> <li>For heavy-duty off-road vehicles and equipment used during construction, require the use of electricity or other zero emissions technologies or fuels for a minimum of 50% of vehicles and pieces of equipment used. However, if zero emission equipment and/or fuel options are not commercially available for the project’s heavy-duty off-road equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project’s heavy-duty off-road equipment needs.</li> </ul> |                       |
| <b>Impact GHG-2.</b> The project would not conflict with the goals and policies set forth in the 2022 Scoping Plan and 2020-2045 RTP/SCS. Mitigation would be required for consistency with the Rancho Cucamonga Climate Action Plan. Upon implementation of mitigation, impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                       | Refer to GHG-1, above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Less than Significant |
| <b>Hazards and Hazardous Materials</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                       |
| <b>Impact HAZ-1.</b> Project construction and operation may use hazardous materials. However, the project would not cause a significant hazard due to the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                                                                                                                                          | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Less than Significant |
| <b>Impact HAZ-2.</b> The proposed project would not release hazardous emissions or require handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, nor would the project be located on a site pursuant to government code section 65962.5. The project would not create a significant hazard due to the reasonably foreseeable upset and accident conditions. However, due to the potential use of hazardous materials during construction and operation, Mitigation Measure HAZ-1 would be required; and because soil contamination was identified on the site, Mitigation Measure HAZ-2 would be required. These mitigation | <b>HAZ-1 Hazardous Materials Risk Management Plan.</b> If a proposed use at the project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532 (j) in excess of threshold quantities. This plan shall be reviewed and approved by the San Bernardino County Department of Environmental Health through the Certified Unified Program Agencies process prior to implementation as required by the California Accidental Release Prevention Program.                                                                                                                                                                                                                                                                                                                                                                                                       | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Residual Impact       |
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| measures would ensure that contaminated soils present on the project site are investigated, remediated, and handled according to applicable state and federal requirements. Impacts would be less than significant with mitigation.                                                                                                                                                                                                                                                                      | <b>HAZ-2 Soil Remediation Plan.</b> Prior to issuance of a grading permit, soil in the immediate vicinity (as defined in the Phase II Investigation prepared for the project site) of Boring B-8 shall be segregated, sampled for profiling purposes, and transported off-site to an appropriate disposal facility in accordance with applicable federal and State regulations as defined in the Soil Management Plan prepared by Avocet for the project site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                       |
| <b>Impact HAZ-3.</b> The project would not interfere with vehicular or airport travel routes or the ability of emergency response services. Therefore, it would not impair implementation of or physically interfere with an adopted emergency response evacuation plan or airport land use plan. Impacts would be less than significant.                                                                                                                                                                | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Less than Significant |
| <b>Impact HAZ-4.</b> The project would comply with the California Building Code and California Fire Code and would undergo procedural review by the City of Rancho Cucamonga and the Rancho Cucamonga Fire Protection District. The project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires and impacts would be less than significant.                                                                                                   | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Less than Significant |
| <b>Hydrology and Water Quality</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                       |
| <b>Impact HYD-1.</b> Construction and operation of the project could increase erosion, pollution, and stormwater runoff due to site disturbance and increased impervious surface area. Compliance with applicable regulations and policies, including preparation of a SWPPP during construction and on-site capture, treatment of stormwater runoff through four infiltration chambers during operation, and implementation of Mitigation Measure HYD-1, would reduce impacts to less than significant. | <b>HYD-1 Erosion Control Plan.</b> Prior to issuance of a grading permit, a site-specific erosion control plan that incorporates best management practices shall be prepared by the project applicant and approved by the City. All measures identified in the erosion control plan shall be implemented and monitored for continued compliance by the Rancho Cucamonga Building and Safety Department. Such measures may include slope protection measures, netting and sandbagging, landscaping and possibly hydroseeding, temporary drainage control facilities such as retention areas, etc. All slopes involved with the development shall be constructed using an erosion control mat and a thorough vegetation and landscape plan. A landscaping plan and a landscape maintenance plan shall be designed by a licensed landscape architect. These plans shall be reviewed and approved by the Rancho Cucamonga Planning Department prior to issuance of a grading permit. | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Mitigation Measure (s) | Residual Impact       |
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| <b>Impact HYD-2.</b> The CVWD would supply the project with potable water, so the project would not involve direct or indirect withdrawals of groundwater. In addition, the project's infiltration chambers would allow for percolation and help recharge groundwater. Therefore, the project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.                                                                                                                                                                                                                                                                                                     | None required.         | Less than Significant |
| <b>Impact HYD-3a.</b> The project would be required to implement an SWPPP, WQMP, and erosion control plan (Mitigation Measure HYD-1) to minimize potential water quality impacts. The post-development total suspended solids concentrations are anticipated to be lower than existing conditions, which would reduce suspended sediment in runoff. Therefore, the project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant with mitigation incorporated. | Refer to HYD-1, above. | Less than Significant |
| <b>Impact HYD-3b.</b> The project site is located mostly on land that is designated as having a minimal flood hazard, and the proposed storm drain improvement line would be designed to receive the anticipated stormwater discharge from the project and historical stormwater from the adjacent properties northwest of the project. Therefore, the project would not substantially alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. Impacts would be less than significant.                                                                                                               | None required.         | Less than Significant |
| <b>Impact HYD-3c.</b> The project would alter existing ground contours of the project site and would increase the impervious surface area on the site; however, the changes to the site would not substantially alter the existing drainage pattern of the site or area in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.                                                                                                                                                                                                               | None required.         | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Mitigation Measure (s) | Residual Impact                    |
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| <b>Impact HYD-3.</b> The existing slope of the site would be largely maintained, and the proposed storm drain improvement line would connect the storm drain system to Cucamonga Creek. Furthermore, there are no plans to alter the creek or its bordering floodwalls. Therefore, the project would not substantially alter the existing drainage pattern of the site or area in a manner that would impede or redirect flood flows. Impacts would be less than significant.                                                                                                                                                                                                              | None required.         | Less than Significant              |
| <b>Impact HYD-4.</b> No oceans, lakes, ponds, or partially closed standing bodies of water are found near the project site. The project site is in a zone noted as having minimal flood risk by FEMA. Furthermore, the WQMP and SWPPP would limit pollution rates from stormwater conveyance, and the project would be required to comply with applicable federal, state, and regional regulations regarding the transport, handling, storage, and disposal of hazardous substances. Therefore, the project is not located within a flood hazard, tsunami, or seiche zone, and would not risk the release of pollutants due to project inundation. Impacts would be less than significant. | None required.         | Less than Significant              |
| <b>Impact HYD-5.</b> The project would be required to comply with the Santa Ana RWQCB's Santa Ana Basin Plan, Construction General Permit, RCMC, SWPPP, and WQMP. The project site is located within the Chino and Cucamonga Groundwater Basins, which are both adjudicated basins and therefore exempt from preparing a GSP. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.                                                                                                                                                                | None required.         | Less than Significant              |
| <b>Land Use and Planning</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                        |                                    |
| <b>Impact LU-1.</b> The project consists of infill development within an urbanized area consistent with the surrounding land uses. Therefore, the project would not physically divide an established community. No impact would occur.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | None required.         | No Impact                          |
| <b>Impact LU-2.</b> The proposed project would conflict with Policy LC-7.4 of the City's General Plan. Therefore, the project would have a significant and unavoidable land use and planning impact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | None required.         | Significant and Unavoidable Impact |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Residual Impact             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| <b>Mineral Resources</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                             |
| <b>Impact MIN-1.</b> The project and the surrounding area is designated as MRZ-2 which is expected to contain significant mineral resources. In addition, the project site is approximately five miles southwest of a mineral resource recovery site. However, due to the developed nature of the project site and distance from the City's mineral resource recovery site, the project would not result in the loss of a known mineral resource recovery site. Therefore, potential impacts to known mineral resources are less than significant.                                             | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Less than Significant       |
| <b>Noise</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                             |
| <b>Impact NOI-1.</b> Construction activities for the proposed project would result in noise impacts; however, with implementation of Mitigation Measure NOI-1, construction impacts would be less than significant. Project operational noise impacts would exceed the nighttime noise threshold of 60 dBA at residences in the City of Rancho Cucamonga, and the measured ambient noise level of 49 dBA Leq at residences in the City of Ontario. There are no feasible mitigation measures to reduce this impact; therefore, operational noise impacts would be significant and unavoidable. | <p><b>NOI-1 Construction Noise Reduction Measures.</b> The construction contractor shall prepare and submit a Construction Noise Control Plan to the City of Rancho Cucamonga building department for review and approval prior to issuance of a grading permit. The Construction Noise Control Plan shall specify the noise reduction measures to be implemented during project construction to ensure noise levels do not exceed 65 dBA Leq at nearby residences. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans and shall be implemented by the construction contractor during construction. At a minimum, the Construction Noise Control Plan shall include the following measures:</p> <p><b>Construction Operating Hours.</b> Limit all construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays and Saturdays. Construction activity shall be prohibited on Sundays and national holidays.</p> <p><b>Mufflers.</b> During all construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.</p> <p><b>Shielding and Silencing.</b> Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.</p> | Significant and Unavoidable |

| Impact | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Residual Impact |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|        | <p><b>Stationary Equipment.</b> All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receptors.</p> <p><b>Signage and Noise Complaint Coordinator.</b> The project applicant shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number shall be posted at construction site entrances for the duration of construction and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include procedures requiring that the on-site construction manager to respond to callers. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.</p> <p><b>Construction Staging Areas.</b> Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.</p> <p><b>Smart Back-Up Alarms.</b> Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters in accordance with all worker safety laws.</p> <p><b>Equipment Idling.</b> Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.</p> <p><b>Temporary Noise Barriers.</b> Erect temporary noise barriers to limit construction noise to no more than 65 dBA Leq at residences. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier at a minimum height of 12 feet along the southern, western, and northern project boundaries. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be</p> |                 |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                    | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Residual Impact       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                           | lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                       |
| <b>Impact NOI-2.</b> During grading activities, construction equipment would generate a vibration level that would exceed the threshold. Mitigation Measure NOI-3 would require a control plan to minimize vibration in the vicinity of the Baker House and adjacent residences. Impacts would be less than significant with mitigation incorporated.                                                     | <b>NOI-2 Construction Vibration Control Plan.</b> Prior to the issuance of a grading and building permit, the construction plans shall include the following: <ul style="list-style-type: none"> <li>For paving activities within 37 feet of the Baker House, use of a static roller in lieu of a vibratory roller shall be implemented.</li> <li>For grading and earthwork activities within 21 feet of the Baker House, off-road equipment that shall be limited to 100 horsepower or less.</li> <li>For grading and earthwork activities within 15 feet of offsite residences, off-road equipment that shall be limited to 100 horsepower or less.</li> </ul> | Less than Significant |
| <b>Impact NOI-3.</b> The project would not expose people residing or working in the project area to excessive noise levels related to airstrip/airport operation. No impact would occur.                                                                                                                                                                                                                  | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No Impact             |
| <b>Population and Housing</b>                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                       |
| <b>Impact POP-1.</b> Development of the proposed project may indirectly increase the City's population. However, this population growth would be consistent with the City's Housing Element and SCAG's population forecasts. Therefore, the proposed project would not induce population growth beyond that already planned. Impacts related to population housing growth would be less than significant. | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Less than Significant |
| <b>Impact POP-2.</b> The project does not include construction or deconstruction of housing. The project site is vacant and no persons would be displaced as a result of the proposed project. There would be no impact related to displacement and existing housing or replacement housing.                                                                                                              | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | No Impact             |
| <b>Public Services</b>                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                       |
| <b>Impact PS-1a.</b> The project would not result in the need for additional and/or expanded fire protection services and facilities. The project would comply with all applicable building and fire code regulations and would include the payment of applicable development fees. Impacts would be less than significant.                                                                               | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Less than Significant |



City of Rancho Cucamonga  
**9th and Vineyard Development Project**

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                        | Mitigation Measure (s) | Residual Impact       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| <b>Impact PS-1b.</b> The project would not result in the need for additional and/or expanded police protection services and facilities. The project would comply with all applicable local polices and would include the payment of applicable developer fees per RCMC. Impacts would be less than significant.                                                                                                                               | None required.         | Less than Significant |
| <b>Impact PS-1c.</b> As a non-residential development, the project would not result in the need for additional and/or expanded school facilities. The project applicant would also pay applicable developer fees per AB 2926 and SB 50. Impacts would be less than significant.                                                                                                                                                               | None required.         | Less than Significant |
| <b>Impact PS-1d.</b> As a non-residential development, the project would not result in the need for additional and/or expanded parks and recreation facilities or increase their use such that it results in substantial and accelerated physical deterioration. The project applicant would also pay the required developer fees per the RCMC. Impacts would be less than significant.                                                       | None required.         | Less than Significant |
| <b>Impact PS-1e.</b> The project would not result in the need for additional and/or expanded public facilities, such as libraries. The project applicant would also pay the required developer fees per the RCMC. Impacts would be less than significant/                                                                                                                                                                                     | None required.         | Less than Significant |
| <b>Transportation</b>                                                                                                                                                                                                                                                                                                                                                                                                                         |                        |                       |
| <b>Impact TRA-1.</b> The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.                                                                                                                                                                                                     | None required.         | Less than Significant |
| <b>Impact TRA-2.</b> The project-generated VMT per service population would not exceed the City's baseline VMT per service population during Base Year or Cumulative Year conditions, and the Base Year and Cumulative Year VMT per service population would not increase in the City or within a 5-mile or 10-mile radius around the project site under plus project conditions. As such, the project's VMT impact is less than significant. | None required.         | Less than Significant |
| <b>Impact TRA-3.</b> The project would not substantially increase hazards due to a geometric design feature or incompatible use. Impacts would be less than significant.                                                                                                                                                                                                                                                                      | None required.         | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                       | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Residual Impact       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| <b>Impact TRA-4.</b> The project would not result in inadequate emergency access. Impacts would be less than significant.                                                                                                                                                                                                                                    | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Less than Significant |
| <b>Tribal Cultural Resources</b>                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                       |
| <b>Impact TCR-1.</b> The project involves ground disturbing construction activities that have the potential to impact unknown tribal cultural resources and change the significance of unknown tribal cultural resources. With implementation of mitigation measures, potential impacts to unknown tribal cultural resources would be less than significant. | <p><b>TCR-1 Tribal Cultural Resources Monitoring and Treatment Plan.</b> The consulting Tribes shall be contacted regarding any pre-contact cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended in 2015), a cultural resource monitoring and treatment plan shall be created by a qualified archaeologist, in coordination with the consulting Tribes, and all subsequent finds shall be subject to this plan. The plan shall allow for a monitor that represents the consulting Tribes to be present for the remainder of the project, should the consulting Tribes elect to place a monitor on-site.</p> <p><b>TCR-2 Dissemination of Information.</b> Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and City of Rancho Cucamonga for dissemination to the consulting Tribes prior to the start of construction. If additional information or documents are obtained during the ground-disturbing activities, the City shall provide all pertinent information to the consulting Tribes within three business days of receipt of the new information.</p> <p><b>TCR-3 Retain a Tribal Monitor/Consultant.</b> The applicant shall retain the services of a Tribal monitor/consultant from at least one of the consulting tribes. If both Tribes want to monitor, it will be done on a weekly rotating basis (one tribe one week, the other tribe the next week). In the event of a find, information regarding the find shall be disseminated to both Tribes. The monitor/consultant will only be present on-site during the construction phases that involve initial ground disturbing activities at least one foot below existing grade. The Tribal monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site's initial grading and excavation activities at least one foot below existing grade are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.</p> | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Mitigation Measure (s)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Residual Impact       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>TCR-4 Discovery of a Unique Archaeological Resources.</b> In the event cultural materials that could be considered a unique archaeological resource are discovered during project construction, the qualified archaeologist shall be consulted to determine the treatment procedure. Preservation in place (i.e., avoidance) is the preferred manner of treatment; however, if the qualified archaeologist determines that preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to collect cultural materials and then process and analyze those materials. |                       |
| <b>Utilities and Service Systems</b>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                       |
| <b>Impact UTIL-1.</b> The project would require connections to existing utilities (i.e., water, wastewater treatment, stormwater drainage, electric, natural gas, and telecommunications); however, all required improvements to existing utilities would occur within the existing public right-of-way and would not involve unique construction practices or techniques that would cause significant environmental effects. Impacts would be less than significant. | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than Significant |
| <b>Impact UTIL-2.</b> The project would demand approximately 53 AFY of water which would be well served by CVWD in all normal, single-dry, and multiple-dry scenarios through 2045. Based on CVWD's water supply and demand projections, projected water supplies are sufficient to meet anticipated water demand of the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.    | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than Significant |
| <b>Impact UTIL-3.</b> Project-generated wastewater would be treated at IEUA's regional wastewater plants RP-1 and RP-4. The combined plants would have adequate capacity to serve the project's projected wastewater generation in addition to its existing wastewater treatment commitments. Impacts would be less than significant.                                                                                                                                 | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than Significant |
| <b>Impact UTIL-4.</b> The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, including the Mid-Valley Landfill. Impacts would be less than significant.                                                                                                                                                                                                                              | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than Significant |
| <b>Impact UTIL-5.</b> The project would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste.                                                                                                                                                                                                                                                                                                           | None required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Less than Significant |

| Impact                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Mitigation Measure (s) | Residual Impact       |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------------|
| <b>Wildfire</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                        |                       |
| <b>Impact W-1.</b> Due to multiple points of ingress/egress, quick response times, compliance with state, regional, and local codes for building design and materials, and the project's location outside any type of FHSZ, the project would not interfere with the Fire District's emergency response plan and evacuation plan. Impacts would be less than significant.                                                                                                                                                                                                                                | None required.         | Less than Significant |
| <b>Impact W-2.</b> Due to the presence of surrounding development, presence of area roadways, lack of slopes, compliance with state, regional, and local codes for building construction and design, and the project's location outside of any type of FHSZ, the project site would not be exposed to high wildfire risks of exacerbate such risks. Therefore, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.                                                              | None required.         | Less than Significant |
| <b>Impact W-3.</b> The project site is not within any type of FHSZ and would comply with state, regional, and local codes for building construction and design. The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.                                                                                                                                                                                                           | None required.         | Less than Significant |
| <b>Impact W-4.</b> The project site is not within any type of FHSZ and is located in a developed urban area characterized by flat to gentle slopes that are not subject to significant risk of landslides. In addition, the proposed 66- to 78-inch storm drain improvements included as part of the project would minimize the potential for off-site runoff and downstream flooding. Therefore, the project would not expose people or structures to significant risks from wildfires as a result of runoff, post-fire slope instability, or drainage changes. Impacts would be less than significant. | None required.         | Less than Significant |

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# 1 Introduction

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This document is an Environmental Impact Report (EIR) for a proposed industrial development located at the 45.97-acre vacant site southwest of the intersection of 9th Street and Vineyard Avenue in the City of Rancho Cucamonga, California. The proposed 9th and Vineyard Development Project (hereafter referred to as the “proposed project” or “project”) would be constructed on a site currently occupied by a historically significant residential structure referred to as the “Baker House.” The project would involve retention, rehabilitation, and reuse of the Baker House and construction of three warehouse buildings that would consist of dock doors, 168 trailer parking spaces, outdoor break areas, bike storage, and a total of 362 parking spaces for building occupants.

This section discusses (1) the project and EIR background; (2) the legal basis for preparing an EIR; (3) the scope and content of the EIR; (4) issue areas found not to be significant by the Initial Study; (5) the lead, responsible, and trustee agencies; and (6) the environmental review process required under the California Environmental Quality Act (CEQA). The proposed project is described in detail in Section 2, *Project Description*.

## 1.1 Environmental Impact Report Background

The City of Rancho Cucamonga distributed a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on November 18, 2019, and ending on December 18, 2019. In addition, the City held an EIR Scoping Meeting on December 12, 2019. The meeting, held from 6:30 p.m. to 7:30 p.m., was aimed at providing information about the proposed project to members of public agencies, interested stakeholders and residents/community members. The meeting was held at Rancho Cucamonga City Hall at 10500 Civic Center Drive. The City received a letter from one agency in response to the NOP during the public review period. The NOP and the NOP responses received are presented in Appendix A of this EIR. Table 1-1 on the following page summarizes the content of the letters and verbal comments and where the issues raised are addressed in the EIR. Following the conclusion of the NOP period and scoping meeting in late 2019, the Draft EIR (referred to as the “original 2022 EIR”), was circulated to the public for 45 days starting from March 15, 2022, to May 2, 2022.

This document constitutes a recirculation of the Draft EIR due to public concerns regarding the content and adequacy of the analysis prepared for the original 2022 EIR. The main public concern was the inclusion of emission credits from structures on the project site that did not appear to be occupied. Those structures were demolished in February and April 2022. Because the project site is now mainly vacant and undeveloped, this EIR includes updated technical studies for air quality, biological resources, greenhouse gas (GHG) emissions, noise, and transportation based on the current site conditions. In addition, the proposed truck access on Baker Avenue, via two proposed driveways, has been removed from the project design to prevent project-related trucks from impacting Baker Avenue. Under this revised circulation plan, vehicular access to the project site would be reduced from five proposed driveways to three proposed driveways, which has resulted in a revised traffic impact analysis. Based on these changes, the project requires a recirculation of the Draft EIR.

After the applicant submitted their application, but before it was deemed complete, the City Council enacted a moratorium on November 4, 2020 to prohibit certain industrial uses while the City

updated its code standards in response to rising interest and significant demand for the development of new industrial uses and the redevelopment of legacy uses throughout the city. Following the expiration of the moratorium on June 30, 2021, the City Council adopted Ordinance 982 on July 7, 2021, which established new development standards for industrial projects throughout the city in response to this demand in industrial development. Notably, the proposed project is deemed exempt from Ordinance 982 as the subject development application had been deemed complete on June 23, 2021, which is prior to the adoption of Ordinance 982. Pursuant to Development Code Section 17.02.020F.1, “all land use permit applications that are active and that have been determined by the planning director to be complete before the effective date of this title, or any amendments thereto, will be processed according to the regulations in effect when the application was deemed complete.” Thus, as the subject application was deemed complete prior to the adoption of Ordinance 982, the potential project impacts have been analyzed against standards in effect prior to the adoption of Ordinance 982.

## 1.2 Purpose and Legal Authority

The proposed project requires the discretionary approval of the City of Rancho Cucamonga City Council; therefore, the project is subject to the environmental review requirements of CEQA. In accordance with Section 15121 of the *CEQA Guidelines* (California Code of Regulations, Title 14), the purpose of this EIR is to serve as an informational document that:

“...will inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.”

This EIR has been prepared as a project EIR pursuant to Section 15161 of the *CEQA Guidelines*. A Project EIR is appropriate for a specific development project. As stated in the *CEQA Guidelines*:

“This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project, including planning, construction, and operation.”

This EIR is to serve as an informational document for the public and City of Rancho Cucamonga decision makers. The process will include public hearings before the City Council to consider certification of a Final EIR and approval of the proposed project.

**Table 1-1 NOP Comments and EIR Response**

| Commenter                                                            | Comment/Request                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | How and Where It Was Addressed                                                                                                                                   |
|----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Agency Comments</b>                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                  |
| State of California<br>Department of<br>Justice, Attorney<br>General | States the project site is surrounded by sensitive receptors already exposed to significant pollutant burdens. The project would further contribute to the environmental and health problems faced by the families that live in this region.<br><br>Requests that the City comprehensively evaluate the project's environmental impacts, including cumulative impacts on sensitive receptors such as elementary schools, a preschool, and a park that is located near the project site.<br><br>Requests the City to consider all feasible measures to mitigate any potentially significant project impacts, specifically air quality impacts. | This topic is addressed in Section 4.3, <i>Air Quality</i> , which includes the determinations of the Health Risk Assessment and the cumulative impact analysis. |

## 1.3 Scope and Content

An Initial Study was not prepared for this project; therefore, the EIR analyzes all 20 issue areas identified in Appendix G of the *CEQA Guidelines*. The 20 issue areas are listed below. The public services and recreation sections are combined into one section.

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

In preparing the EIR, use was made of pertinent City policies and guidelines, certified EIRs and adopted CEQA documents, and other background documents. A full reference list is contained in Section 7, *References*.

The alternatives section of the EIR (Section 5) was prepared in accordance with Section 15126.6 of the *CEQA Guidelines* and focuses on alternatives that are capable of eliminating or reducing significant adverse effects associated with the project while feasibly attaining most of the basic project objectives. In addition, the alternatives section identifies the “environmentally superior” alternative among the alternatives assessed. The alternatives evaluated include the CEQA-required “No Project” alternative and three alternative development scenarios for the project area.



The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. Section 15151 of the *CEQA Guidelines* provides the standard of adequacy on which this document is based. The *CEQA Guidelines* state:

“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in 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.”

## 1.4 Lead, Responsible, and Trustee Agencies

Pursuant to CEQA Section 21067 and *CEQA Guidelines* Article 4 and Section 15367, the City of Rancho Cucamonga is the lead agency under whose authority this EIR has been prepared. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project.

Public Resources Code Section 21104 requires that all EIRs be reviewed by responsible and trustee agencies (see also *CEQA Guidelines* Sections 15082 and 15086(a)). As defined by *CEQA Guidelines* Section 15381, “the term ‘Responsible Agency’ includes all public agencies other than the Lead Agency that have discretionary approval power over the project.” A “Trustee Agency” is defined in *CEQA Guidelines* Section 15386 as “a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California.”

- **Santa Ana Regional Water Quality Control Board (RWQCB)** is identified as a responsible agency for the project because it is responsible for the protection of California’s water resources and water quality. The Santa Ana RWQCB is responsible for issuance of a National Pollutant Discharge Elimination System (NPDES) Permit to ensure that during and after project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality.

There are no other known trustee agencies or responsible agencies identified for the project. Regardless, this EIR can be used by any trustee agency or responsible agency, whether identified in this EIR or not, as part of their decision-making process in relation to the project.

## 1.5 Environmental Review Process

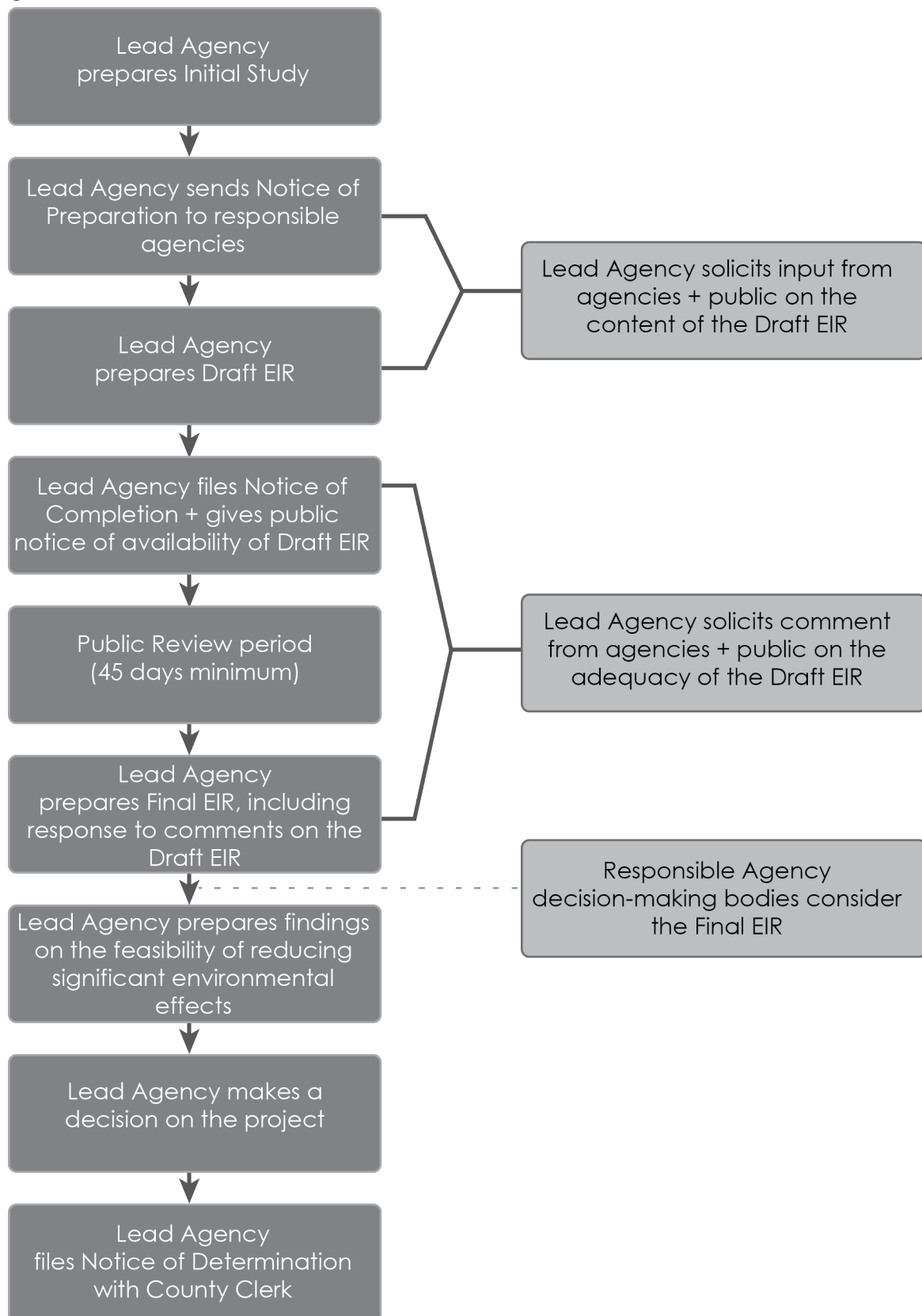
The environmental impact review process, as required under CEQA, is summarized below and illustrated in Figure 1-1. The steps are presented in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency (City of Rancho Cucamonga) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk’s office for 30 days. The NOP may be accompanied by an Initial Study that identifies the issue areas for which the project could create significant environmental impacts. For purposes of this project, the NOP public review period started on November 18,

2019 and ended on December 18, 2019. An Initial Study was not prepared; therefore, all 20 issue areas identified in Appendix G of the *CEQA Guidelines* are analyzed in this EIR.

2. **Draft EIR Prepared.** The Draft EIR must contain: a) table of contents or index; b) summary; c) project description; d) environmental setting; e) discussion of significant impacts (direct, indirect, cumulative, growth-inducing and unavoidable impacts); f) a discussion of alternatives; g) mitigation measures; and h) discussion of irreversible changes.
3. **Notice of Completion (NOC).** The lead agency must file a NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public Notice of Availability of a Draft EIR. The lead agency must place the NOC in the County Clerk's office for 30 days (Public Resources Code Section 21092) and send a copy of the NOC to anyone requesting it (*CEQA Guidelines* Section 15087). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (Public Resources Code Sections 21104 and 21253). The minimum public review period for a Draft EIR is 30 days. When a Draft EIR is sent to the State Clearinghouse for review, the public review period must be 45 days unless the State Clearinghouse approves a shorter period (Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include: a) the Draft EIR; b) copies of comments received during public review; c) list of persons and entities commenting; and d) responses to comments.
5. **Certification of Final EIR.** Prior to making a decision on a proposed project, the lead agency must certify that: a) the Final EIR has been completed in compliance with CEQA; b) the Final EIR was presented to the decision-making body of the lead agency; and c) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** The lead agency may a) disapprove the project because of its significant environmental effects; b) require changes to the project to reduce or avoid significant environmental effects; or c) approve the project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead agency must find, based on substantial evidence, that either: a) the project has been changed to avoid or substantially reduce the magnitude of the impact; b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.
8. **Mitigation Monitoring Reporting Program.** When the lead agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.

9. **Notice of Determination (NOD).** The lead agency must file a NOD after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

**Figure 1-1 Environmental Review Process**

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## 2 Project Description

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This section describes the proposed project, including the project applicant, the project site and surrounding land uses, major project characteristics, project objectives, and discretionary actions needed for approval.

As discussed in Section 1, *Introduction*, the Draft EIR was circulated to the public for 45 days from March 15, 2022, to May 2, 2022. This is a recirculation of the Draft EIR due to public concerns regarding the content and adequacy of the analysis prepared for the original 2022 EIR. The main public concern was the inclusion of emission credits from structures on the project site that did not appear to be occupied. Those structures were demolished between February and April 2022. Because the project site is now mainly vacant and undeveloped, this EIR includes updated technical studies for air quality, biological resources, greenhouse gas (GHG) emissions, noise, and transportation based on the current site conditions. In addition, the proposed truck access on Baker Avenue, via two proposed driveways, has been removed from the project design to prevent project-related trucks from impacting Baker Avenue. Under this revised circulation plan, vehicular access to the project site would be reduced from five proposed driveways to three proposed driveways, which has resulted in a revised traffic impact analysis. Based on these changes, the project requires a recirculation of the Draft EIR.

After the applicant submitted their application, but before it was deemed complete, the City Council enacted a moratorium on November 4, 2020 to prohibit certain industrial uses while the City updated its code standards in response to rising interest and significant demand for the development of new industrial uses and the redevelopment of legacy uses throughout the city. Following the expiration of the moratorium on June 30, 2021, the City Council adopted Ordinance 982 on July 7, 2021, which established new development standards for industrial projects throughout the city in response to this demand in industrial development. Notably, the proposed project is deemed exempt from Ordinance 982 as the subject development application had been deemed complete on June 23, 2021, which is prior to the adoption of Ordinance 982. Pursuant to Development Code Section 17.02.020F.1, “all land use permit applications that are active and that have been determined by the planning director to be complete before the effective date of this title, or any amendments thereto, will be processed according to the regulations in effect when the application was deemed complete.” Thus, as the subject application was deemed complete prior to the adoption of Ordinance 982, it has been analyzed against standards in effect prior to the adoption of Ordinance 982.

### 2.1 Project Applicant

CP Logistics Vineyard, LLC  
2442 Dupont Drive  
Irvine, California 92612  
(949) 296-2989

## 2.2 Lead Agency Contact Person

Sean McPherson, Principal Planner  
City of Rancho Cucamonga  
Planning and Economic Development Department  
10500 Civic Center Drive  
Rancho Cucamonga, California 91730  
(909) 774-4307

## 2.3 Project Location

The 45.97-acre project site is in southwest Rancho Cucamonga within the County of San Bernardino, California. The project site is bound by 9th Street to the north, Baker Avenue to the west, Vineyard Avenue to the east, and adjacent to 8th Street to the south. The project site is denoted by nine Assessor Parcel Numbers (APNs): 0207-271-25, 0207-271-27, 0207-271-39, 0207-271-40, 0207-271-89, 0207-271-93, 0207-271-94, 0207-271-96, and 0207-271-97. Figure 2-1 shows the regional location of the project site and Figure 2-2 shows the location of the site in its neighborhood context. Regional access to the project site is available via Interstate 10 (I-10), which is approximately 1.1 miles south of the project site.

## 2.4 Existing Site Characteristics

The project site has been previously developed but is currently vacant, with the exception of an existing cell tower, located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line, which would remain and not be removed. The project site also contains an abandoned home on the west side of the site at 8803 Baker Avenue (hereafter referred to as the Baker House). Based on a site visit in June 2023, the majority of the project site is covered with low-lying vegetation consisting of cheatgrass, short-podded mustard, rattail fescue, slender woolly wild buckwheat, and wild oats and annual brome grassland (refer to Section 4.4, *Biological Resources*, for details regarding site vegetation). The project site topography slopes gently downward at an approximately one percent gradient from the northwestern area at approximately 1,165 feet mean sea level (msl) towards the southeastern area at approximately 1,130 feet msl. Figure 2-3 shows photographs of the project site's existing conditions.

## 2.5 Existing Land Use Designation and Zoning

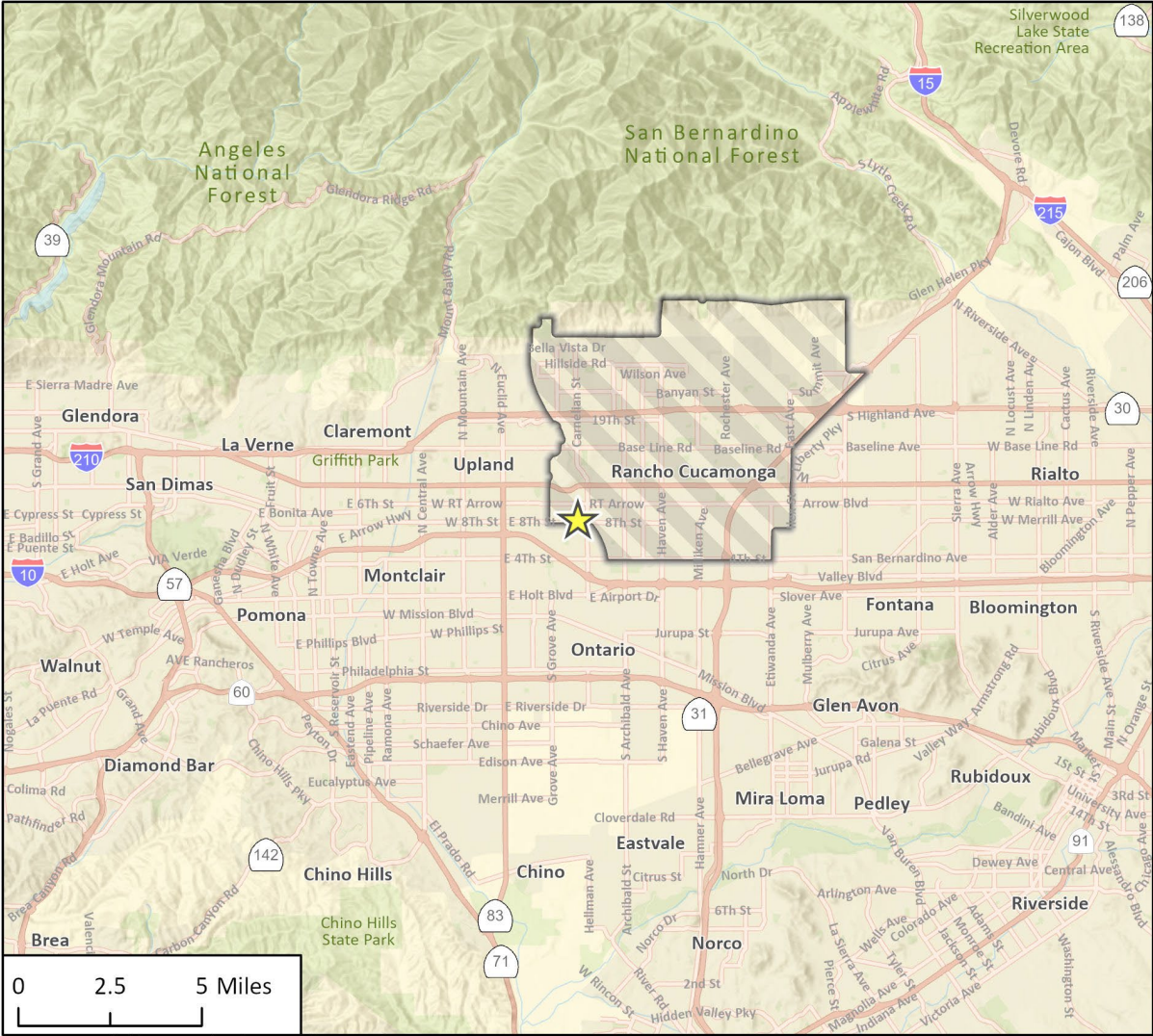
The entire project site (APNs 0207-271-25, -27, -39, -40, -89, -93, -94, -96, and -97) is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as Neo-Industrial (NI) under the City's Zoning Code. The Neo-Industrial Employment District encourages a modernized industrial employment district with convenient access to a wide range of services and amenities, and a more complete network of complete streets, accommodating light and heavy vehicles and active mobility nodes. Uses permitted in the Neo-Industrial Employment District include low impact industrial uses, such as warehouses with a floor-area-ratio of 0.4-0.6. The NI zone allows light industrial activities with low environmental impacts and supports the growth of creative industries, incubator businesses, and innovative design and manufacturing. The NI zone also allows for warehousing, distribution and manufacturing to support small business development.

## 2.6 Project Setting and Surrounding Land Uses

The project site is in an urban area and is surrounded by roads and urban structures (industrial buildings, residential buildings, and commercial buildings). Across 9th Street to the north are single-family homes, light industrial warehouses, and residential communities. The adjacent properties to the north are zoned for Industrial Employment (IE), Neo-Industrial (NI), Parks (P), Neighborhood General 3 – Limited (NG3-L), Flood Control/Utility Corridor (FC/UC), and Medium Residential (M) uses. The project site is bordered to the east by Vineyard Avenue and Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly north to south into the Santa Ana River at the Prado Dam. East of the Cucamonga Creek are land uses zoned for NI. The Burlington Northern and Santa Fe (BNSF) railway is adjacent to the southern boundary of the site, which is also utilized by Metrolink. South of the BNSF railway, south of 8th Street, are properties within the City of Ontario zoned for residential and commercial uses. The project site is bordered to the west by Baker Avenue and across Baker Avenue are single-family homes, which are zoned as Low Residential (L). The southern project site boundary is approximately 105 feet north of the City of Ontario boundary and the western project site boundary is approximately 0.5-mile west of the City of Upland boundary.



Figure 2-1 Regional Location



Imagery provided by Esri and its licensors © 2023.

19-08856 EPS  
Fig 1 Regional Location

- ★ Project Location
- ▭ Rancho Cucamonga City Limits

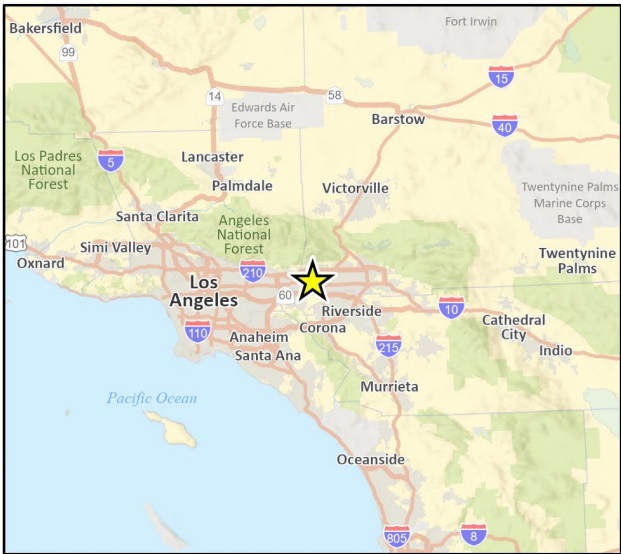
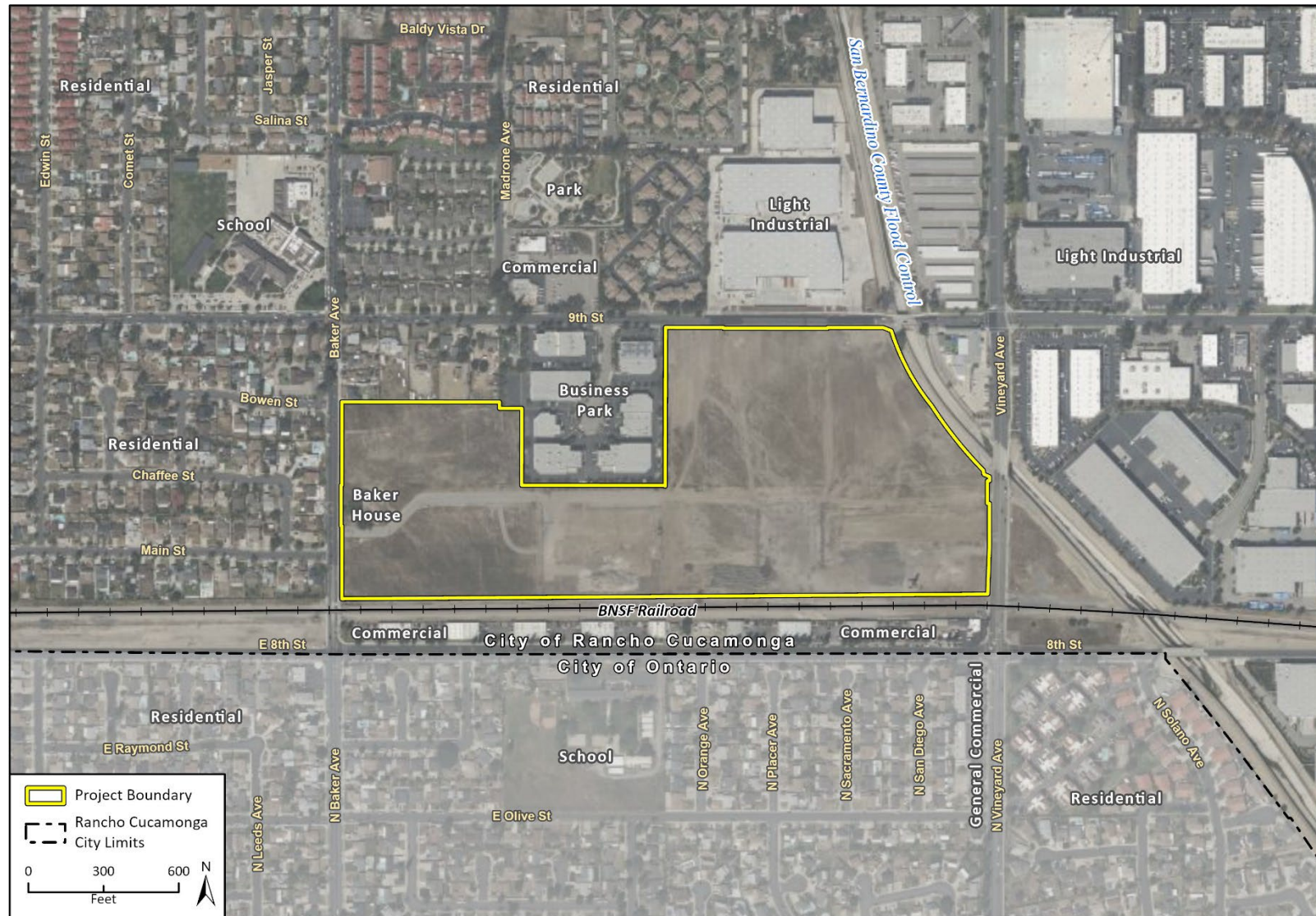




**Figure 2-2 Project Site Location and Surrounding Land Uses**



Imagery provided by Microsoft Bing and its licensors © 2024. Project boundary was digitized from a site plan and is approximate.

19-08856 EPS  
Fig 2-2 Project Location



**Figure 2-3a Site Photographs**



**Photograph 1:** West facing view of the previously disturbed land in the eastern portion of the project site.



**Photograph 2:** West facing view of the industrial development located north of the central portion of the project site.

**Figure 2-3b Site Photographs**



**Photograph 3:** Southwest facing view of the historically significant building (the Baker House), surrounded by disturbed habitat and trees within the western portion of the project site.



**Photograph 4:** North facing view of Cucamonga Creek along the northeastern boundary of the project site.

## 2.7 Project Components

### 2.7.1 Proposed Buildings 1, 2, and 3

The proposed project involves construction of three warehouse buildings with 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf). Building 1 would be located on the east side of the project site and consist of 611,574 sf, inclusive of 4,000 sf of office space. Building 1 would have a maximum height of 51 feet and operate as a cross-dock warehouse with 45 dock doors on the north side of the building, 49 dock doors on the south side of the building, and 126 trailer parking spaces within the truck court/loading area. The truck courts/loading areas for Building 1 would be enclosed and screened from public viewing areas by 8-foot-tall solid screen walls.

Building 2 would be located in the center of the project site and consist of 107,541 sf, including 4,000 sf of office space. Building 2 would have a maximum height of 45 feet and contain 12 dock doors and 12 trailer parking spaces on the east side of the building. Building 3 would be located on the west side of the project site and consist of 262,981 sf, including 5,000 sf of office space. Building 3 would have a maximum height of 47 feet and contain 28 dock doors and 30 trailer spaces on the east side of the building and enclosed with an 8-foot-tall tube steel fence. An employment patio or break area would be provided outside each building. Table 2-1 provides a summary of the project components and Figure 2-4 shows the proposed site plan.

**Table 2-1 Project Characteristics**

|                                      | Site 1            | Site 2            | Site 3            | Total        |
|--------------------------------------|-------------------|-------------------|-------------------|--------------|
| <b>Site Area</b>                     |                   |                   |                   |              |
| In sf                                | 1,236,223         | 252,512           | 513,486           | 2,002,221    |
| In acres                             | 28.38             | 5.8               | 11.79             | 45.97        |
| <b>Building Area</b>                 |                   |                   |                   |              |
|                                      | <b>Building 1</b> | <b>Building 2</b> | <b>Building 3</b> | <b>Total</b> |
| Office – 1st floor                   | 4,000 sf          | 2,000 sf          | 2,500 sf          | 8,500 sf     |
| Office – 2nd floor                   | --                | 2,000 sf          | 2,500 sf          | 4,500 sf     |
| Warehouse                            | 607,574 sf        | 103,541 sf        | 257,981 sf        | 969,096 sf   |
| Total                                | 611,574 sf        | 107,541 sf        | 262,981 sf        | 982,096 sf   |
| Lot Coverage                         | 49.47%            | 41.8%             | 50.73%            | 48.83%       |
| Floor Area Ratio (FAR)               | 49.47%            | 42.59%            | 51.21%            | 49.05%       |
| Maximum Height                       | 51'               | 45'               | 47'               |              |
| <b>Parking Stalls</b>                |                   |                   |                   |              |
| Standard                             | 151               | 46                | 78                | 275          |
| Accessible Parking                   | 5                 | 2                 | 4                 | 11           |
| Van Accessible Parking               | 1                 | 1                 | 1                 | 3            |
| Van Accessible Electric Vehicle (EV) | 1                 | 1                 | 1                 | 3            |
| EV Standard Accessible               | 1                 | --                | 1                 | 2            |
| EV Standard Parking                  | 26                | 10                | 19                | 55           |
| EV Standard Charging                 | 7                 | 2                 | 4                 | 13           |
| Total                                | 192               | 62                | 108               | 362          |
| Trailer Parking                      | 126               | 12                | 30                | 168          |



|                                                         | Site 1  | Site 2 | Site 3 | Total   |
|---------------------------------------------------------|---------|--------|--------|---------|
| Bicycle Parking                                         |         |        |        | 18      |
| <b>Landscape</b>                                        |         |        |        |         |
| Percentage                                              | 10.6%   | 10.8%  | 15.7%  | 11.9%   |
| In sf                                                   | 130,466 | 27,167 | 80,800 | 238,433 |
| sf = square feet                                        |         |        |        |         |
| Accessible = American Disabilities Act (ADA) Accessible |         |        |        |         |

## 2.7.2 Historical Building – 8803 Baker Avenue

A vacant residential building along the western border of the project site located at 8803 Baker Avenue (APN 0207-271-40) has been determined to have historical significance by the City. As part of the project, this historic building, known as the “Baker House” would be retained and rehabilitated so that it can be reused as a City facility to benefit the adjacent residential communities. The Baker House would be rehabilitated in compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) as part of the project regardless of which specific design concept is selected. The building’s underlying site area totaling approximately one acre would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The applicant is currently in the process of working to design the rehabilitated Baker House and associated site improvements. The three potential conceptual plans are addressed further in Section 4.5, *Cultural Resources*. The final conceptual design would be approved by the City via a Certificate of Appropriateness discretionary approval, which is a separate process, consistent with the Rancho Cucamonga Municipal Code (RCMC). This EIR analyzes the potential impacts of each of the concepts, none of which would alter any character-defining features of the Baker House’s exterior or its site.

## 2.7.3 Parking and Site Access

Passenger vehicle parking areas would be provided on the east side and northeast, northwest, and southwest corners of Building 1; the west side and southwest corner of Building 2; and all four corners of Building 3; with a total of 362 on-site passenger vehicle parking spaces. Vehicular access to the project would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and two driveways from Baker Avenue. The 9th Street driveway would provide inbound/outbound access for passenger vehicles and trucks; however, trucks exiting onto 9th Street would be restricted to turn right only. Trucks would not be permitted to turn left and head towards Baker Avenue, which is designated as a collector street by the City’s General Plan and mainly serves the existing residential communities located west of Baker Avenue. Policy MA-4.1 in the Mobility & Access chapter of the City’s General Plan states that collector streets that primarily serve residential uses and other sensitive receptors are to be avoided to be used as truck routes. The northern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles and trucks and the southern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles only. The two driveways from Baker Avenue would be restricted to passenger vehicle traffic only; no heavy trucks would be permitted to enter/exit the site from the Baker Avenue driveways. The project would also provide a total of 18 bicycle parking spaces.

The project would comply with all applicable transportation demand management (TDM) requirements, including carpool and vanpool parking design features in accordance with Rancho Cucamonga development standards.

## 2.7.1 Architecture Plan

The three proposed buildings would be built to achieve Leadership in Energy and Environmental Design (LEED) certification. The three proposed buildings would have varied rooflines and portions of the buildings would be less than the maximum height of the three buildings. The three proposed buildings would be constructed of concrete tilt-up panels; low-reflective, blue glass; and the exterior color palette would be composed of various shades of white and gray. Decorative building elements include panel reveals, parapets, mullions, and canopies which are proposed at office entries. Architectural elevations for the three proposed buildings are illustrated on Figure 2-5 through Figure 2-7.

## 2.7.2 Landscape Plan

All existing vegetation on the project site is proposed to be removed and replaced with the plant material specified on the proposed landscape plan for the project, which is illustrated on Figure 2-8. Landscaping primarily would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. As shown on Figure 2-8, trees, shrubs, and groundcover are proposed along the southern property boundary. Landscaping also would occur around the three proposed buildings at the office entries and in and around the automobile parking areas.

Prior to the issuance of a building permit to construct the three proposed buildings, the project applicant would be required to submit final planting and irrigation plans to the City for review and approval. The plans are required to comply with Chapter 17.56 of the RCMC, which establishes requirements for landscape design.

## 2.7.3 Utilities Improvements

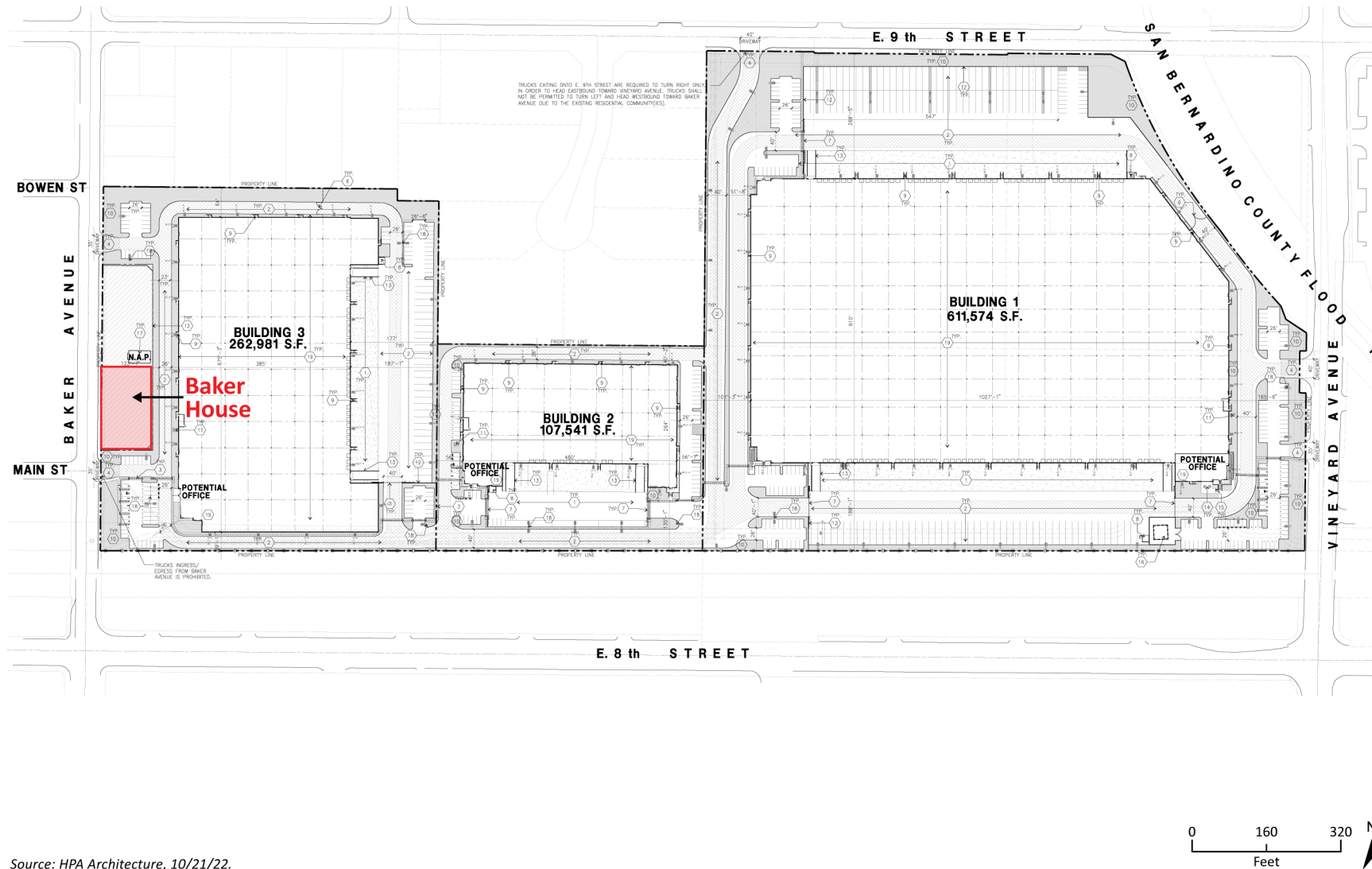
The project site is served by water, sewer, power, natural gas, and telecommunications facilities due to past developments on-site. Services and infrastructure would be extended and fully improved throughout the project site concurrent with construction of facilities for the proposed project.

Storm drain improvements are required for connection to the existing public storm drain system currently terminating in Baker Avenue to the concrete-lined Cucamonga Creek flood control channel east of Vineyard Avenue. The storm drain is maintained by the San Bernardino County Flood Control District (SBCFCD) and Cucamonga Creek is under the jurisdiction of the Army Core of Engineers (ACOE). Details regarding these improvements are discussed in subsection 2.7.4, *Drainage Plan*.

Additional utilities to the site include:

- Domestic and recycled water supply and distribution (Cucamonga Valley Water District [CVWD])
- Wastewater facilities (CVWD)
- Electricity (Southern California Edison [SCE])
- Natural gas (Southern California Gas Company [SoCal Gas])
- Communication systems (Charter Communications and Frontier Communications)
- Solid waste (Burrtec)

Figure 2-4 Site Plan



Source: HPA Architecture, 10/21/22.



**Figure 2-5 Building 1 Elevations**



**Figure 2-6 Building 2 Elevations**



**Figure 2-7 Building 3 Elevations**



Figure 2-8a Landscape Plan





City of Rancho Cucamonga  
9th and Vineyard Development Project

Figure 2-8b Landscape Plan Legend

PLANTING LEGEND

| TREES  |                                                     |         |     |        |                             |
|--------|-----------------------------------------------------|---------|-----|--------|-----------------------------|
| SYMBOL | BOTANICAL/COMMON NAME                               | SIZE    | QTY | WUCOLS | REMARKS                     |
|        | <i>Cercidium</i> 'Desert Museum'<br>Blue Palo Verde | 24" Box | 23  | L      | Multi                       |
|        | <i>Cercis canadensis</i><br>Eastern Redbud          | 24" Box | 10  | M      | Vineyard Ave<br>Street Tree |
|        | <i>Chitalpa tashkentensis</i><br>Chitalpa           | 24" Box | 121 | L      | Standard                    |
|        | <i>Pinus eldarica</i><br>Afghan Pine                | 24" Box | 101 | L      | Standard                    |
|        | <i>Pistacia chinensis</i><br>Chinese Pistache       | 24" Box | 5   | L      | Baker St.<br>Street Tree    |
|        | <i>Platanus racemosa</i><br>California Sycamore     | 24" Box | 18  | M      | Multi                       |
|        | <i>Quercus ilex</i><br>Holly Oak                    | 24" Box | 17  | L      | 9th St.<br>Street Tree      |
|        | <i>Tristanea conferta</i><br>Brisbane Box           | 15 Gal  | 187 | M      | Standard                    |

| SHRUBS |                                      |       |     |        |         |
|--------|--------------------------------------|-------|-----|--------|---------|
| SYMBOL | BOTANICAL/COMMON NAME                | SIZE  | QTY | WUCOLS | REMARKS |
|        | <i>Acaciaellowiana</i>               | 5 Gal | 0   | M      |         |
|        | Pineapple Gauva                      | 5 Gal | 0   | L      |         |
|        | <i>Artemisia</i> 'Powis Castle'      | 5 Gal | 0   | L      |         |
|        | <i>Callistemon</i> 'Little John'     | 5 Gal | 0   | M      |         |
|        | Dwarf Bottle Brush                   | 5 Gal | 0   | M      |         |
|        | <i>Cistus</i> 'Sunset Pink'          | 5 Gal | 0   | M      |         |
|        | Sunset Pink Rockrose                 | 5 Gal | 0   | M      |         |
|        | <i>Dianella</i> 'Little Rev'         | 5 Gal | 0   | M      |         |
|        | Dwarf Dianella                       | 5 Gal | 0   | M      |         |
|        | <i>Dianella tasmanica</i>            | 5 Gal | 0   | M      |         |
|        | <i>Dodonaea viscosa</i> 'Purpurea'   | 5 Gal | 0   | M      |         |
|        | Hopseed Bush                         | 5 Gal | 0   | L      |         |
|        | <i>Eleagnus pungens</i>              | 5 Gal | 0   | L      |         |
|        | Silverberry                          | 5 Gal | 0   | L      |         |
|        | <i>Leucophyllum</i> f. 'Green Cloud' | 5 Gal | 0   | L      |         |
|        | Texas Ranger                         | 5 Gal | 0   | M      |         |
|        | <i>Ligustrum</i> J. Texanum          | 5 Gal | 0   | M      |         |
|        | Texas Privet                         | 5 Gal | 0   | L      |         |
|        | <i>Rhamnus californica</i>           | 5 Gal | 0   | L      |         |
|        | Coffeeberry                          | 5 Gal | 0   | L      |         |
|        | <i>Rhamnus</i> o. 'Mound San Bruno'  | 5 Gal | 0   | L      |         |
|        | Dwarf Coffeeberry                    | 5 Gal | 0   | L      |         |
|        | <i>Rosmarinus</i> o. 'Tuscan Blue'   | 5 Gal | 0   | L      |         |
|        | Rosemary                             | 5 Gal | 0   | L      |         |
|        | <i>Salvia</i> c. 'Allen Chickering'  | 5 Gal | 0   | L      |         |
|        | Allen Chickering Sage                | 5 Gal | 0   | L      |         |
|        | <i>Salvia greggii</i>                | 5 Gal | 0   | L      |         |
|        | Autumn Sage                          | 5 Gal | 0   | L      |         |
|        | <i>Salvia leucantha</i>              | 5 Gal | 0   | L      |         |
|        | Mexican Sage                         | 5 Gal | 0   | L      |         |
|        | <i>Senna artemisioides</i>           | 5 Gal | 0   | L      |         |
|        | Feathery Cassia                      | 5 Gal | 0   | L      |         |
|        | <i>Westringia fruticosa</i>          | 5 Gal | 0   | L      |         |
|        | Coast Rosemary                       | 5 Gal | 0   | L      |         |

| WATER EFFICIENT LANDSCAPE WORKSHEET      |                   |                   |                            |                     |                |             |                                                   |                                                     |
|------------------------------------------|-------------------|-------------------|----------------------------|---------------------|----------------|-------------|---------------------------------------------------|-----------------------------------------------------|
| Reference Evapotranspiration Rate (Eto): |                   |                   | 55.1                       |                     |                |             |                                                   |                                                     |
| Hydrozone # / Planting Description       | Plant Factor (PF) | Irrigation Method | Irrigation Efficiency (IE) | ETAF (PF/IE)        | Landscape Area | ETAF x Area | Estimated Total Water Use (ETWU) Gallons per Year | Estimated Total Water Use (ETWU) Acre Feet per Year |
| Regular Landscape Areas Potable          |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Water                                    |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Hydrozone 1                              | 0.3               | Drip              | 0.9                        | 0.33                | 143,059        | 47,686      | 1,319,539                                         | 4.05                                                |
| Hydrozone 2                              | 0.3               | Rotary            | 0.75                       | 0.40                | 47,686         | 19,074      | 195,486                                           | 0.60                                                |
| Hydrozone 3                              | 0.2               | Rotary            | 0.75                       | 0.3                 | 46,688         | 12,450      | 85,064                                            | 0.26                                                |
| Hydrozone 4                              | 0.1               | Bubbler           | 0.85                       | 0.12                | 1,000          | 118         | 402                                               | 0.00                                                |
| Totals                                   |                   |                   |                            |                     | 238,433        | 79,329      |                                                   |                                                     |
| ETWU Total                               |                   |                   |                            |                     |                |             | 1,600,491                                         | 4.91                                                |
| Maximum Allowed Water Allowance (MAWA)   |                   |                   |                            |                     |                |             | 3,665,407                                         | 11.25                                               |
| Special Landscape Areas Recycled         |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Water                                    |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Hydrozone 2                              |                   |                   |                            | 1                   | -              | -           | -                                                 | 0.00                                                |
| Hydrozone 2                              |                   |                   |                            | 1                   | -              | -           | -                                                 | 0.00                                                |
| Hydrozone 4                              |                   |                   |                            | 1                   | -              | -           | -                                                 | 0.00                                                |
| Hydrozone 6                              |                   |                   |                            | 1                   | -              | -           | -                                                 | 0.00                                                |
| Totals                                   |                   |                   |                            |                     | -              | -           |                                                   |                                                     |
| ETWU Total                               |                   |                   |                            |                     |                |             | -                                                 | 0.00                                                |
| Maximum Allowed Water Allowance (MAWA)   |                   |                   |                            |                     |                |             | -                                                 | 0.00                                                |
| ETAF Calculations                        |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Regular Landscape Areas                  |                   |                   |                            | All Landscape Areas |                |             |                                                   |                                                     |
| Total ETAF x Area                        |                   | 79,329            |                            | Total ETAF x Area   |                | 79,329      |                                                   |                                                     |
| Total Area                               |                   | 238,433           |                            | Total Area          |                | 238,433     |                                                   |                                                     |
| Average ETAF                             |                   | 0.332708          |                            | Sitewide ETAF       |                | 0.332708    |                                                   |                                                     |
| Irrigation Efficiency                    |                   |                   |                            |                     |                |             |                                                   |                                                     |
| Drip Irrigation                          |                   |                   |                            |                     |                |             | 0.81                                              |                                                     |
| Overhead Spray                           |                   |                   |                            |                     |                |             | 0.75                                              |                                                     |
| Rotors                                   |                   |                   |                            |                     |                |             | 0.75                                              |                                                     |

| ACCENTS |                               |       |     |        |         |
|---------|-------------------------------|-------|-----|--------|---------|
| SYMBOL  | BOTANICAL/COMMON NAME         | SIZE  | QTY | WUCOLS | REMARKS |
|         | <i>Agave americana</i>        | 5 Gal | 0   | L      |         |
|         | Century Plant                 | 5 Gal | 0   | L      |         |
|         | <i>Agave</i> 'Blue Flame'     | 5 Gal | 0   | L      |         |
|         | Blue Flame Agave              | 5 Gal | 0   | L      |         |
|         | <i>Agave</i> 'Blue Glow'      | 5 Gal | 0   | L      |         |
|         | Blue Glow Agave               | 5 Gal | 0   | L      |         |
|         | <i>Agave desmaniana</i>       | 5 Gal | 0   | L      |         |
|         | Smooth Agave                  | 5 Gal | 0   | L      |         |
|         | <i>Agave kissho</i> Kan Var.  | 5 Gal | 0   | L      |         |
|         | Lucky Crown Agave             | 5 Gal | 0   | L      |         |
|         | <i>Agave victoria-reginae</i> | 5 Gal | 0   | L      |         |
|         | Agave                         | 5 Gal | 0   | L      |         |
|         | <i>Agave villmoriana</i>      | 5 Gal | 0   | L      |         |
|         | <i>Aloe maculata</i>          | 5 Gal | 0   | L      |         |
|         | Soap Aloe                     | 5 Gal | 0   | L      |         |
|         | <i>Aloe petricola</i>         | 1 Gal | 0   | L      |         |
|         | Stone Aloe                    | 1 Gal | 0   | L      |         |
|         | <i>Aloe polyphylla</i>        | 1 Gal | 0   | L      |         |
|         | Spiral Aloe                   | 1 Gal | 0   | L      |         |
|         | <i>Aloe striata</i>           | 1 Gal | 0   | L      |         |
|         | Coral Aloe                    | 5 Gal | 0   | L      |         |
|         | <i>Dasylietion wheeleri</i>   | 5 Gal | 0   | L      |         |
|         | Desert Spoon                  | 5 Gal | 0   | L      |         |
|         | <i>Echeveria</i> 'Ruffles'    | 5 Gal | 0   | L      |         |
|         | Ruffles Echeveria             | 5 Gal | 0   | L      |         |
|         | <i>Hesperaloe parviflora</i>  | 5 Gal | 0   | L      |         |
|         | Red Yucca                     | 5 Gal | 0   | L      |         |
|         | <i>Lantana</i> 'Gold Mound'   | 5 Gal | 0   | L      |         |
|         | Yellow Lantana                | 5 Gal | 0   | L      |         |

GENERAL NOTES:

1. All improvements within the public right-of-way, including street trees, shall be installed per the public improvement plans.
2. All trees to be planted in accordance with City Standards.
3. Prior to the commencement of any planting, an agronomic soils report shall be furnished to the City Inspector. Any unusual toxicities or nutrient deficiencies may require backfill soil amendments, as determined by the City Inspector.
4. All street trees are subject to inspection and acceptance by the Engineering Services Department.
5. Street Trees are to be planted per public improvement plans only.



| GROUND COVER |                                          |       |          |        |         |
|--------------|------------------------------------------|-------|----------|--------|---------|
| SYMBOL       | BOTANICAL/COMMON NAME                    | SIZE  | SPACING  | WUCOLS | REMARKS |
|              | <i>Acacia redolens</i> 'Low Boy'         | 1 Gal | 8' O.C.  | L      |         |
|              | Dwarf Acacia                             | 1 Gal | 6' O.C.  | L      |         |
|              | <i>Baccharis</i> p. 'Pigeon Point'       | 1 Gal | 36" O.C. | L      |         |
|              | Dwarf Coyote Bush                        | 1 Gal | 48" O.C. | L      |         |
|              | <i>Lantana</i> 'Gold Mound'              | 1 Gal | 36" O.C. | L      |         |
|              | Yellow Lantana                           | 1 Gal | 36" O.C. | L      |         |
|              | <i>Lonicera</i> j. 'Halliana'            | 1 Gal | 36" O.C. | L      |         |
|              | Hall's Honeysuckle                       | 1 Gal | 36" O.C. | L      |         |
|              | <i>Muhlenbergia capillaris</i>           | 1 Gal | 36" O.C. | L      | Grass   |
|              | Pink Muhly                               | 1 Gal | 36" O.C. | L      |         |
|              | <i>Myoporum parvifolium</i>              | 1 Gal | 30" O.C. | L      |         |
|              | Myoporum                                 | 1 Gal | 30" O.C. | L      |         |
|              | <i>Pennisetum orientale</i>              | 1 Gal | 30" O.C. | L      | Grass   |
|              | Oriental Fountain Grass                  | 1 Gal | 30" O.C. | L      |         |
|              | <i>Rosa</i> 'Flower Carpet' -Red         | 1 Gal | 48" O.C. | L      |         |
|              | Red Flower Carpet Rose                   | 1 Gal | 48" O.C. | L      |         |
|              | <i>Rosmarinus</i> o. 'Huntington Carpet' | 1 Gal | 18" O.C. | M      | Grass   |
|              | Prostrate Rosemary                       | 1 Gal | 24" O.C. | M      |         |
|              | <i>Sesleria autumnalis</i>               | 1 Gal |          |        |         |
|              | Moor Grass                               | 1 Gal |          |        |         |
|              | <i>Trachelospermum jasminoides</i>       | 1 Gal |          |        |         |
|              | Star Jasmine                             | 1 Gal |          |        |         |

## 2.7.4 Drainage Plan

The project would provide a total of four truck yards – one located on the east side of Building 3, one on the south side of Building 2, one on the north side of Building 1, and one on the south side of Building 1. Runoff from the northern and eastern portions of Building 3, the northern drive aisle, and eastern truck yard would drain to catch basins in the truck yard and then be conveyed south via a proposed storm drain lateral which also accepts runoff from off-site residential lots to the north and west. The proposed lateral would drain to the 66 to 78-inch improved storm drain. The proposed project would utilize the storm drain improvement, which is being processed separately pursuant to California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The project applicant has received environmental clearance under NEPA from the ACOE for the 66 to 78-inch storm drain improvement. A CEQA exemption is currently underway that would be approved by the City. Construction of the storm drain improvement will occur prior to implementation of the proposed project.

The western and southern portions of Building 3, the western parking lot and southern drive aisle would drain to catch basins in the drive aisle. Runoff from this portion of Building 3 would be conveyed north via another proposed storm drain lateral to the 66 to 78-inch storm drain improvement. Prior to runoff discharging to the 66 to 78-inch storm drain improvement, the low flows from Building 3 would be directed to a set of underground infiltration chambers.

Continuing east, the 66 to 78-inch storm drain improvement would accept Building 2 runoff. Specifically, runoff from the western parking lot associated with Building 2 would drain to a catch basin in the parking lot, then continue south via a proposed storm drain lateral to the 66 to 78-inch storm drain improvement. Runoff from Building 2, its northern drive aisle, eastern parking lot and southern truck yard would drain to a catch basin in the eastern parking lot, and then continue north via a proposed storm drain lateral to the 66 to 78-inch storm drain improvement via a catch basin and a storm drain lateral draining south. Prior to runoff discharging to the 66 to 78-inch storm drain improvement, the low flows from Building 2 would be directed to another set of underground infiltration chambers.

Continuing farther into Building 1, the 66 to 78-inch storm drain improvement would receive runoff from the southern half of Building 1 and the southern truck yard via catch basins and a proposed storm drain lateral draining north. The 66 to 78-inch storm drain improvement would drain easterly and collect the remainder of Building 1 runoff prior to leaving the site. Prior to discharging to the 66 to 78-inch storm drain improvement, the low flows from Building 1 would be directed to two sets of underground infiltration chambers – one located in the northern truck yard, and one located in the southern truck yard. Approximately 125 feet from the eastern landscaped area fronting Vineyard Avenue would sheet flow off-site. This area is considered self-retaining and would not be routed to the underground infiltration chambers for treatment.

## 2.7.5 Construction Characteristics

Construction of the proposed project is expected to span a length of approximately 11 months. For purposes of analysis in this EIR, construction is assumed to commence in January 2025 and finish in November 2025. The Baker House located at 8803 Baker Avenue and the existing cell tower located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line would remain and not be demolished. Construction would include: (1) grading, (2) vertical construction of the three proposed warehouse buildings, (3) paving, (4) architectural coating, (5)

landscaping, and all applicable off-site improvements, including the storm drain improvements, conditioned by the City.

Construction workers would travel to the site by passenger vehicle and material deliveries would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the project site up to 7 hours per day, 5 days per week.

### 2.7.6 Operational Characteristics

The future occupants of the project's three proposed industrial buildings are currently unknown. The project applicant expects that the buildings will be occupied by a warehouse distribution user. For purposes of evaluation in this EIR, it is assumed that the buildings would be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night.

The buildings are designed such that business operations would be conducted within the enclosed buildings, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. Dock doors on industrial buildings are not occupied by a truck at all times of the day. There are typically many more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, many dock door positions are frequently inactive throughout the day. During operation, employees, visitors, and vehicles hauling goods would travel to and from the project site on a daily basis. Because the project is a warehousing development, project trips were converted into passenger car equivalent (PCE) trips. Project operations are calculated by a traffic study to generate approximately 2,201 PCE vehicle trips per day, including 1,337 PCE passenger vehicle trips and 864 PCE truck trips.

### 2.7.7 Project Design Features

The following Project Design Features identified in Table 2-2 are incorporated into the project and would be implemented as conditions of approval upon approval of the proposed project:

**Table 2-2 Project Design Features**

| Issue Area           | Project Design Features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Biological Resources | <p>General requirements that shall be followed by construction personnel are listed below and shall be included in the construction plans.</p> <ul style="list-style-type: none"><li>▪ The contractor shall clearly delineate the remediation limits, staging areas, and access points and prohibit any construction-related traffic outside of these boundaries.</li><li>▪ All food-related trash items, such as wrappers, cans, bottles, and food scraps generated during proposed project construction, shall be disposed of in closed containers only and removed from the workspace.</li><li>▪ Best management practices (BMPs) shall be implemented throughout project construction and shall include, but not be limited to, erosion and sediment controls to minimize erosion during construction. BMPs shall be implemented for the duration of the project until disturbed areas have been stabilized by long-term erosion control measures.</li><li>▪ Materials shall be stored at least 100 feet from waterways, as feasible, or equipment will utilize secondary containment.</li><li>▪ Construction materials and spoils shall be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.</li></ul> |

| Issue Area                    | Project Design Features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hazardous Materials           | <ul style="list-style-type: none"> <li>Vegetation trimming shall be limited to the maximum extent feasible.</li> <li>Any substances that could be hazardous to wildlife resulting from project-related activities shall be prevented from contaminating the soil and/or entering waterways.</li> </ul> <p>The project site previously included three warehousing uses that used hazardous materials and substances including cleaners, paints, solvents, fertilizers, and pesticides for site landscaping in limited quantities. The project does not propose uses typically associated with hazards and hazardous materials, such as industrial, raw materials processing and storage, and manufacturing on the project site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Public Services               | <ul style="list-style-type: none"> <li>Rancho Cucamonga requires that all new nonresidential buildings over 5,000 square feet provide built-in fire sprinklers.</li> <li>Developer will rehabilitate a historic house to a commercial shell condition for the purpose of reusing the structure as a community facility while preserving the exterior and interior integrity for historic purposes.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Transportation                | <p>The applicant shall construct the following intersection improvements at the project vicinity:</p> <ul style="list-style-type: none"> <li>Construct frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages.</li> <li>Pay fair share contribution to add a southbound right-turn overlap phase on Vineyard Avenue and Foothill Boulevard.</li> <li>Pay fair share contribution to widen the westbound approach five inches to accommodate dual westbound left-turn lanes, three westbound through lanes, a bike lane, and a westbound right-turn lane on Foothill Boulevard.</li> <li>Pay fair share contribution to widen the westbound approach 10 inches to add a westbound right-turn pocket on Vineyard Avenue and Arrow Route.</li> <li>Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the project site: <ul style="list-style-type: none"> <li>Southwest corner of 9th Street and Vineyard Avenue</li> <li>Northwest corner of 8th Street and Vineyard Avenue</li> <li>Southwest corner of 8th Street and Vineyard Avenue</li> </ul> </li> </ul> |
| Utilities and Service Systems | <ul style="list-style-type: none"> <li>New connections to existing water and wastewater utility infrastructure in the project area.</li> <li>Efficient design and material usage</li> <li>Water and sewer plans shall be designed, and laterals constructed to meet the requirements of CVWD and the Municipal Code and be approved by CVWD.</li> <li>Trash enclosures are in areas where collection trucks do not have to back up into the public right-of-way.</li> <li>Enclosures located as close to main driveways as possible to reduce the distance bins must be pushed for dumping.</li> <li>Consideration should be given during building design for the possible location of trash compactors and cardboard balers.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Wildfire                      | <ul style="list-style-type: none"> <li>The project would provide built-in sprinklers in the proposed buildings in accordance with the standards set by Rancho Cucamonga Fire Protection Department (RCFPD).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |



## 2.8 Project Objectives

The objectives of the proposed project are:

1. Expand economic development, facilitate job creation, and increase the tax base for the City of Rancho Cucamonga by establishing new industrial development adjacent to established and planned industrial areas.
2. Attract employment-generating businesses to the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the job-housing balance in the City.
3. Develop three speculative light industrial buildings in Rancho Cucamonga that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.
4. Attract businesses that can expedite the delivery of essential goods to consumers and businesses in Rancho Cucamonga and beyond the City boundary.
5. Develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the vicinity and minimize conflicts with other nearby land uses.
6. Develop light industrial buildings in proximity to the State highway system to avoid or shorten truck-trip lengths on other roadways.
7. Maintain the historical resources of the City by renovating the Baker House building on-site for use by the City as a community center.
8. Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.
9. Develop a property that has access to available infrastructure, including roads and utilities.

## 2.9 Required Approvals

### 2.9.1 City of Rancho Cucamonga

The project would require the following approvals by the City of Rancho Cucamonga:

- **Development Agreement (DRC2022-00266)** that would provide the project applicant with assurance that development of the project may proceed subject to the rules and regulations in effect at the time of project approval. The Development Agreement would also provide the City of Rancho Cucamonga with assurance that certain obligations of the project applicant would be met, such as the required timing of public improvements, the Applicant's contribution toward funding community improvements, and other conditions. No physical changes in the environment (beyond those described herein) are assumed in connection with the Development Agreement.
- **Tentative Parcel Map (SUBTPM20173)** to consolidate the existing nine parcels into four parcels. SUBTPM20173 would create the following parcels: Parcel 1 with a parcel size of approximately 28.38 net acres in size for Building 1, Parcel 2 with a parcel size of approximately 5.80 net acres in size for Building 2, and Parcel 3 with a parcel size of approximately 11.79 net acres in size for Building 3. Parcel 4 would be for the renovated Baker House. SUBTPM20173 would also include all required land dedications, vacations, and easements.

- **Design Review (DRC2019-00742)** for the site development and architectural design of the three warehouse buildings totaling approximately 982,096 sf and approximately 1,260 sf associated with the rehabilitation of the Baker House, a historically significant structure on the 45.97-acre project site.
- **Conditional Use Permit (DRC2022-00009)** to permit the “Wholesale, Storage, and Distribution – Medium” use within the three proposed buildings.
- **Certificate of Appropriateness (DRC2019-00854)** for review of the rehabilitation of the Baker House at 8803 Baker Avenue. The City will review the rehabilitation and future use in conformance with the City’s Historic Preservation Ordinance.

## 2.9.2 Other Agency Approvals

- **Santa Ana Regional Water Quality Control Board (RWQCB):** Issuance of a Construction Activity General Construction Permit and National Pollutant Discharge Elimination System (NPDES) Permit, and approval of the Water Quality Management Plan (WQMP).

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## 3 Environmental Setting

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This section provides a general overview of the environmental setting for the proposed project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Section 4, *Environmental Impact Analysis*.

### 3.1 Regional Setting

The project site is in the City of Rancho Cucamonga, which is in the southwestern region of San Bernardino County, approximately 5.29 miles south of the San Gabriel Mountains (refer to Figure 2-1, *Regional Location*, in Section 2). Surrounding communities within five miles of the project site include the cities of Upland, Ontario, Claremont, and Fontana. Rancho Cucamonga is approximately 50 square miles including the sphere of influence located at the northern boundary of the City limit. The City is located along the foothills of the San Gabriel Mountains and adjacent to the San Bernardino National Forest boundary. The City's eastern boundary is the City of Fontana, unincorporated San Bernardino County, and Interstate 15.

The 45.97-acre site is located approximately 1.4 miles north of Interstate 10 /Vineyard Avenue on/off ramp, approximately 2.9 miles south of State Route 210/Carnelian Street on/off ramp, and 2.3 miles east of State Route 83.

The project site is within the Airport Influence Area (AIA) of the Ontario International Airport. The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011, to promote compatibility between the airport and the land uses that surround it. The City also adopted goals and policies in the Rancho Cucamonga General Plan to support the ONT ALUCP Plan. Sections 4.9, *Hazards and Hazardous Materials*, 4.11, *Land Use and Planning*, and 4.13, *Noise*, discuss the potential impacts of the project's proximity to the Ontario International Airport to people residing or working in the project area.

### 3.2 Project Site Setting

The project site is in an urban area and is surrounded by roads and urban structures. Across 9th Street to the north are single-family homes, light industrial warehouses, and residential communities. The project site is bordered to the east by Vineyard Avenue and Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly north to south into the Santa Ana River at the Prado Dam. The Burlington Northern and Santa Fe (BNSF) railway is adjacent to the southern boundary of the site, which is also utilized by Metrolink. South of the BNSF railway and 8th Street are residential and commercial uses within the City of Ontario. The project site is bordered to the west by Baker Avenue and across Baker Avenue are single-family homes. The southern project site boundary is approximately 105 feet north of the City of Ontario boundary and the western project site boundary is approximately 0.5-mile west of the City of Upland boundary.

The project site has been previously developed but is currently vacant, with the exception of an abandoned home on the west side of the site at 8803 Baker Avenue. The entire project site is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as Neo-Industrial (NI) under the City's Zoning Code. The Neo-Industrial Employment District

encourages a modernized industrial employment district with convenient access to a wide range of services and amenities, and a more complete network of complete streets, accommodating light and heavy vehicles and active mobility nodes. Uses permitted in the Neo-Industrial Employment District include low impact industrial uses, such as warehouses with a floor-area-ratio of 0.4-0.6. The NI zone allows for light industrial activities with low environmental impacts and supports the growth of creative industries, incubator businesses, and innovative design and manufacturing. The NI zone can allow for small scale, context sensitive warehousing, distribution and manufacturing to support small business development.

### 3.3 Cumulative Development

In addition to the specific impacts of individual projects, CEQA requires EIRs to consider potential cumulative impacts of the proposed project. CEQA defines “cumulative impacts” as two or more individual impacts that, when considered together, are substantial or will compound other environmental impacts. Cumulative impacts are the combined changes in the environment that result from the incremental impact of development of the proposed project and other nearby projects. For example, traffic impacts of two nearby projects may be less than significant when analyzed separately but could have a significant impact when analyzed together. The cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions and can more accurately gauge the effects of a series of projects.

CEQA requires cumulative impact analysis in EIRs to consider either a list of planned and pending projects that may contribute to cumulative effects or a forecast of future development potential. Currently planned and pending projects within a one-mile radius of the project, including projects in the City of Ontario, are listed in Table 3-1 and shown in Figure 3-1. These projects are considered in the cumulative analyses in Section 4, *Environmental Impact Analysis*.

**Table 3-1 Cumulative Projects List**

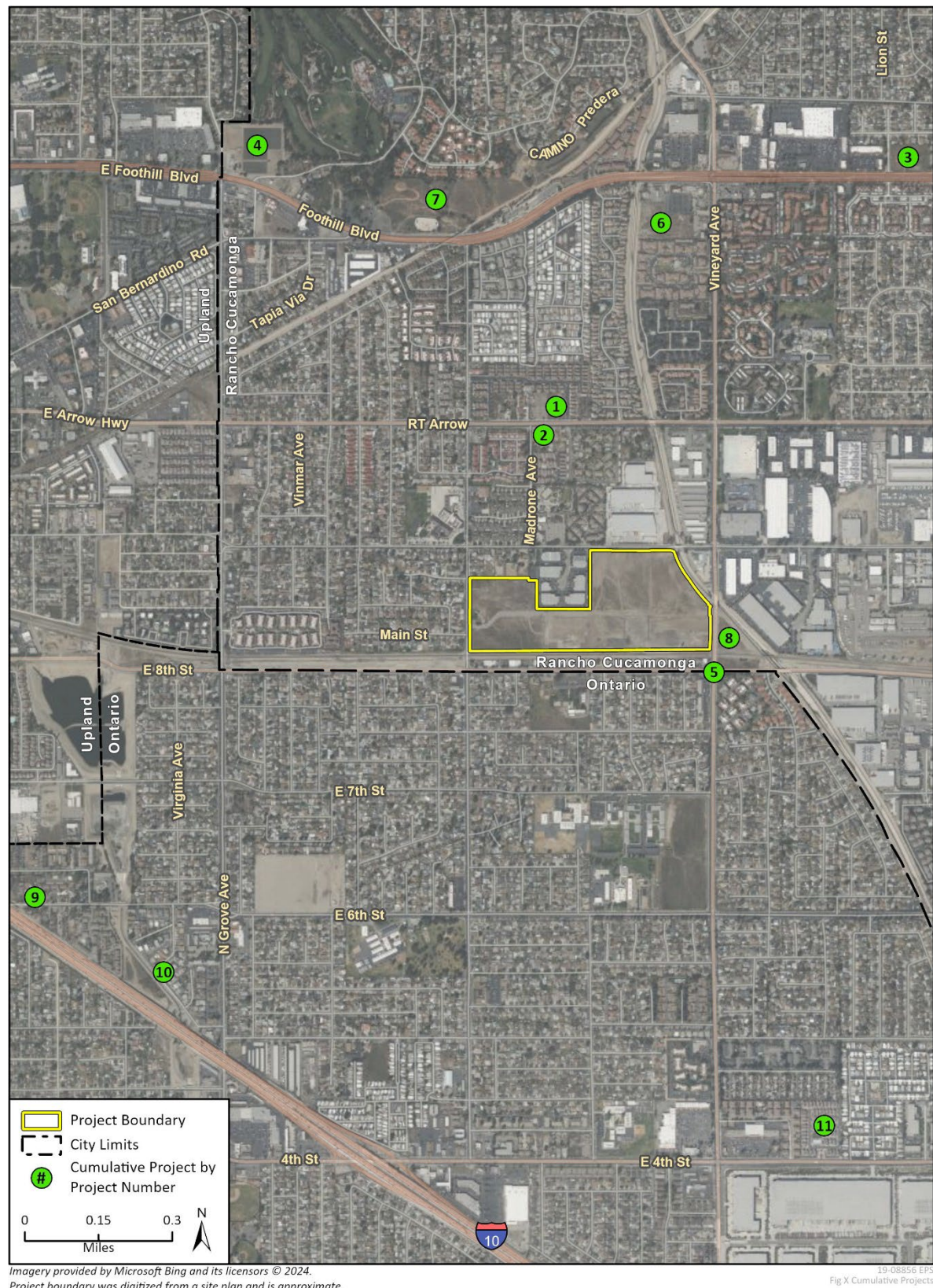
| Project Number                               | Project Location                                                                                                           | Description                                                           |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>City of Rancho Cucamonga <sup>1</sup></b> |                                                                                                                            |                                                                       |
| 1                                            | Northwest corner Arrow Route and Manola Place                                                                              | 18 residential units                                                  |
| 2                                            | 8631 Arrow Route                                                                                                           | 6 single-family residences                                            |
| 3                                            | Northeast corner of Foothill Boulevard and Lion Street                                                                     | 141 residential units                                                 |
| 4                                            | Northeast corner Foothill Boulevard and Grove Street                                                                       | Mixed-Use – 295 residential units and 6,400 square feet of commercial |
| 5                                            | 8th Street and Vineyard Avenue                                                                                             | 25,399-square foot industrial building                                |
| 6                                            | Southwest of Foothill Boulevard and Vineyard Avenue                                                                        | 158 residential units                                                 |
| 7                                            | North side of Foothill Boulevard, between Red Hill Country Club Drive and the Pacific Electric Trail right-of-way          | 175 residential units                                                 |
| 8                                            | 9th Street and Vineyard Avenue (beneath Baker Avenue to the Cucamonga Creek flood control channel east of Vineyard Avenue) | 66 to 78-inch storm drain improvement                                 |

| Project Number               | Project Location           | Description                 |
|------------------------------|----------------------------|-----------------------------|
| City of Ontario <sup>2</sup> |                            |                             |
| 9                            | 941 East Sixth Street      | Residential (multifamily)   |
| 10                           | 1402 North Virginia Avenue | Residential (apartments)    |
| 11                           | 2041 East Fourth Street    | Residential (single-family) |

<sup>1</sup> Cumulative project details were sourced from the City's Major and Minor Entitlement Projects list from July 2023.

<sup>2</sup> Cumulative project details were sourced from the Traffic Study prepared for the project by Kimley Horn, in January July 2023

Figure 3-1 Cumulative Projects





## 4 Environmental Impact Analysis

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This section discusses the possible environmental effects of the 9th and Vineyard Development Project for all 20 issue areas identified in Appendix G of the *CEQA Guidelines* as having the potential to experience significant effects. A “significant effect” as defined by the *CEQA Guidelines* Section 15382:

“... means 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 assessment of each issue area begins with a discussion of the environmental setting related to the issue, which is followed by the impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City and other agencies, universally recognized, or developed specifically for this analysis to determine whether potential effects are significant. The next subsection describes each impact of the proposed project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is separately listed in bold text with the discussion of the effect and its significance. Each bolded impact statement also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the *CEQA Guidelines*.
- **Less than Significant with Mitigation Incorporated.** An impact that can be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact requires findings under Section 15091 of the *CEQA Guidelines*.
- **Less than Significant.** An impact that may be adverse but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable, and justified by the impact.
- **No Impact.** The proposed project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental impact discussion is a list of mitigation measures (if required) and the residual effects or level of significance remaining after implementation of the measure(s). In cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed and evaluated as a secondary impact. The impact analysis concludes with a discussion of cumulative effects, which evaluates the impacts associated with the proposed project in conjunction with other planned and pending developments in the area listed in Section 3, *Environmental Setting*.

The Executive Summary of this EIR summarizes all impacts and mitigation measures that apply to the proposed project.



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## 4.1 Aesthetics

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This section analyzes impacts related to aesthetics, including scenic vistas, scenic resources, visual character and quality, and light and glare, associated with the implementation of the project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

### 4.1.1 Setting

The project site is located in the southwest portion of Rancho Cucamonga near the southwest corner of Vineyard Avenue and 9th Street. The project site is designated as Neo-Industrial Employment District and zoned as Neo-Industrial (NI) under the City's General Plan Land Use Map and Rancho Cucamonga Municipal Code (RCMC), respectively. The project site has previously been developed but is currently vacant, with the exception of the historic Baker House as described in Section 2, *Project Description*, of this document.

#### **Scenic Vista**

The City of Rancho Cucamonga General Plan Update EIR identifies prominent scenic vistas within the city, including scenic mountain views and scenic city views. Scenic mountain views of the San Gabriel and San Bernadino Mountains to the north and northeast are partially visible from most areas of the city. The most prominent views of the San Gabriel and San Bernadino Mountains are provided from Archibald, Haven, and Etiwanda Avenues (Rancho Cucamonga 2021b). Scenic views of the city are visible from Interstate (I) 15 and State Route (SR) 210. The project site is not within or adjacent to any scenic vista viewpoints throughout Rancho Cucamonga.

#### **Visual Character**

The project site is located in an urbanized area and surrounded by roads and urban structures (industrial buildings, residential buildings, and commercial buildings). Dominant on-site visual features include low lying vegetation and the Baker House. Dominant off-site visual features include industrial, commercial, and residential structures surrounding the project site. Cucamonga Creek, a concrete-lined stormwater drainage channel, can be seen at the northeast perimeter of the project site.

#### **Scenic Highways**

There are no highways considered eligible or officially designated as state scenic highways within Rancho Cucamonga or the surrounding area. No eligible or officially designated are present within or near the project site. The nearest official state-designated scenic highway is SR-2 (Angeles Crest Scenic Highway) which is located approximately 30 miles northwest of the project site. The nearest highway eligible for state scenic highway designation is SR-142, located in Chino Hills, approximately 10 miles southwest of the project site (California Department of Transportation [Caltrans] 2023).

## Light and Glare

The project site is surrounded by commercial, industrial, and residential development. The project site has been previously developed but is currently vacant with exception of the Baker House. Existing light and glare surrounding the site is typical of adjacent commercial, industrial, and residential uses. Stationary source lighting in the area surrounding the project site is generated from building lighting (interior and exterior), security lighting, parking lot lighting, and landscape lighting. Other sources of light in the area include vehicle headlights, streetlights, and other sources that are present throughout the city.

### 4.1.2 Regulatory Setting

#### a. State Regulations

##### California Scenic Highway Program

Caltrans manages the State Scenic Highway Program, which was created in 1963 with the goal of protecting the aesthetic significance of scenic highways throughout the state. According to the State Streets and Highways Code (Section 260 through 263), a highway may be designated as scenic based on its scenic quality, how much of the natural landscape can be seen by travelers, and the extent to which development intrudes on the traveler's enjoyment of the view. The California Scenic Highway Program's Scenic Highway System List identifies scenic highways that are either eligible for designation or have already been designated as such.

##### California Green Building Code

The California Green Building Code, Section 5.106.8, stipulates that new project site lighting must conform to standards that keep light generated on site from leaving the site by using reflectors, shields, screen walls, and any other method which complies with the Code's intent to limit light pollution.

#### b. Local Regulations

##### Rancho Cucamonga General Plan

The Land Use and Community Character chapter of the Rancho Cucamonga General Plan provides planning goals and policies related to land use and development patterns. The Resource Conservation chapter of the Rancho Cucamonga General Plan provides planning goals and policies related to resource conservation, including visual resources. Due to the landscaping and lighting plans associated with the proposed project, as well as the historic property on the project site, the following goals and policies apply to the proposed project:

##### *Land Use and Community Character*

**Goal LC-1 A City of Places.** A beautiful city with a diversity and balance of unique and well-connected places.

**Policy LC-1.8 Landscaping.** Require development projects to incorporate high quality landscaping to extend and enhance the green space network of the city.

**Policy LC-1.12 Adaptive Reuse.** Support the adaptive reuse of historic properties consistent with neighborhood character.

## *Resource Conservation*

**Goal RC-1 Visual Resources.** A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.

**Policy RC-1.1 View Corridors.** Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.

**Policy RC-1.4 Dark Sky.** Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.

**Policy RC-1.7 Preservation of Natural Land Features.** Preserve significant natural features and incorporate into all developments. Such features may include ridges, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, important or landmark trees and views.

## **Rancho Cucamonga Municipal Code**

Title 17, Development Code, of the RCMC establishes the City's various land use zones, zoning districts, and special planning areas. Title 17 also describes the City's development standards, including management and preservation of the aesthetic character and light and glare levels of Rancho Cucamonga. Chapter 2.24, Historic Preservation, of the RCMC encourages the protection and enhancement of aesthetic resources within Rancho Cucamonga.

### 4.1.3 Impact Analysis

#### **a. Significance Thresholds**

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. The project would have a significant impact with respect to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources in a designated State scenic highway, including, but not limited to, trees, rock outcroppings, and historic buildings.
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.
4. Create new sources of light or glare that would adversely affect day or nighttime views.

#### **b. Methodology**

In determining whether project implementation would result in impacts concerning aesthetics, this analysis considers the *CEQA Guidelines*, Appendix G thresholds, as described above. The analysis also evaluates the existing regulatory framework and determines its applicability for the project. The baseline conditions and impact analyses were based on review of various readily available data in public records, including local planning documents. The determination that the project would or would not result in "substantial" adverse effects concerning aesthetic conditions and resources considers the relevant policies and regulations established by local and regional agencies and the project's compliance with such policies.

### c. Project Impacts

**Threshold 1:** Would the project have a substantial adverse effect on a scenic vista?

**Impact AES-1** THE PROJECT SITE IS PREVIOUSLY DEVELOPED AND IS LOCATED IN AN URBANIZED AREA; THEREFORE, THE PROJECT WOULD NOT AFFECT VIEWS OF THE SAN BERNARDINO AND SAN GABRIEL MOUNTAINS. IMPACTS RELATED TO SCENIC VISTAS WOULD BE LESS THAN SIGNIFICANT.

Scenic vistas can be impacted by development through the construction of a structure that blocks the view of a vista or by impacting the vista itself, for example, through development of a scenic hillside. Scenic vistas in the vicinity of the project site include those inclusive of views of the San Bernardino and San Gabriel Mountains, located northeast and northwest of the project site, respectively. Scenic vistas of the San Bernardino and San Gabriel Mountains are found in the northern portion of the city. The project site and the surrounding area are in the southwestern portion of the city and are not within a scenic vista. Views of these vistas are identified in the Rancho Cucamonga General Plan EIR to be most prominent along Archibald, Etiwanda, and Haven Avenues (Rancho Cucamonga 2021b). The project site does not intersect these roadways and the nearest viewpoint along Archibald Avenue is located one mile east of the project site.

The project site and surrounding area have been previously developed and include residential, commercial, and industrial uses. Scenic vistas can be impacted by development through the construction of a structure which blocks the view of a vista or by impacting the vista itself. Any visual impacts from the construction phase of the project would be temporary in nature and shall cease upon completion of construction. The buildings proposed would have a maximum building height of 51 feet which is below the City's 70-foot height limit (assuming required setbacks) under the pre-1982 Ordinance of the RCMC (Rancho Cucamonga 2017). Therefore, construction and operation of the proposed project would not obstruct any views of the San Bernardino or San Gabriel Mountains due to its distance from the scenic vistas. Potential impacts related to scenic vistas would be less than significant.

#### Mitigation Measures

No mitigation measures would be required.

**Threshold 2:** Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

**Impact AES-2** THE PROJECT SITE IS NOT NEAR A STATE SCENIC HIGHWAY AND WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

There are no highways considered eligible or officially designated as State scenic highways within Rancho Cucamonga or the surrounding area. No eligible or officially designated are present within or near the project site. The nearest official state-designated highway is SR 2 which is located approximately 30 miles northwest of the project site. The nearest highway eligible for state scenic highway designation is SR-142, located approximately 10 miles southwest of the project site. Although the project site is not in the vicinity of a scenic highway, the following analysis discusses the potential impacts to aesthetic resources on the project site.

The Baker House located on the project site has been determined to be eligible for local designation as a City of Rancho Cucamonga Historic Landmark and listing in the California Register. As part of the project, the historic building would be retained and rehabilitated for reuse as a community

facility, and the trees surrounding the Baker House would not be removed. The final conceptual design of the historic building would be approved by the City via the Certificate of Appropriateness discretionary approval.

All existing vegetation on the project site would be removed prior to any grading or excavating activities, potentially impacting scenic resources in the project area. However, the removed vegetation would be replaced by ornamental landscaping, the landscape plan subject to City review and approval. Replacement trees proposed would adhere to Section 17.56.080 of the RCMC. Adherence to the applicable City codes and standard conditions would reduce the potential impacts on scenic resources from the removal of trees. No other scenic resources such as trees or rock outcroppings are known to exist on the project site. Therefore, impacts related to substantial damage of scenic resources would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

**Threshold 3:** Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

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**Impact AES-3 THE PROJECT WOULD BE SUBJECT TO APPLICABLE ZONING, MUNICIPAL CODE, AND GENERAL PLAN REGULATIONS THAT PRESERVE SCENIC QUALITY. WITH ADHERENCE TO APPLICABLE REGULATIONS, POLICIES AND STANDARDS, IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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The project site had been previously developed in an urbanized area with industrial buildings but is now vacant, and is located within the Neo-Industrial Employment District land use designation and Neo-Industrial (NI) zoning designation. The project would be subject to all applicable local regulations including the City's zoning code, municipal code, General Plan, and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

The project would comply with the Neo-Industrial zone's development standards in effect at the time that the application was deemed complete on June 23, 2021 as outlined in RCMC Section 17.36.040 governing scenic quality including building height and setbacks. The maximum allowed building height under the pre-982 Ordinance of the RCMC is 70 feet (assuming required setbacks) (Rancho Cucamonga 2017). Building 1 would be 51 feet high, Building 2 would be 45 feet high, and Building 3 would be 47 feet high; thus, the project complies with the maximum allowable building height. The landscape cover requirement under the pre-982 Ordinance is 10 percent. The landscape coverage for Building 1 is 10.6 percent, Building 2 is 10.8 percent, and Building 3 is 15.7 percent; thus, the project complies with the landscape coverage requirement in effect at the time the project was deemed complete. Table 4.1-1 summarizes the project's consistency with local zoning development standards.

**Table 4.1-1 Development Standards Consistency**

| Development Standard                    | Neo-Industrial (NI) | Project                     |
|-----------------------------------------|---------------------|-----------------------------|
| Maximum Height <sup>1</sup>             | 70 feet             | Building 1: 40 feet         |
|                                         |                     | Building 2: 36 feet         |
|                                         |                     | Building 3: 36 feet         |
| Floor Area Ratio                        | 40-60%              | Building 1: 49.47%          |
|                                         |                     | Building 2: 42.59%          |
|                                         |                     | Building 3: 51.21%          |
| Secondary Street Setbacks (Building)    | 35 feet minimum     | Vineyard Avenue: 43.71 feet |
| Secondary Street Setbacks (Parking)     | 20 feet minimum     | Vineyard Avenue: 43.71 feet |
| Secondary Street Setbacks (Landscaping) | 35 feet minimum     | Vineyard Avenue: 43.71 feet |
| Collector Street Setbacks (Building)    | 25 feet minimum     | 9th Steet: 37.80 feet       |
|                                         |                     | Baker Avenue: 42.61 feet    |
| Collector Street Setbacks (Parking)     | 15 feet minimum     | 9th Steet: 37.80 feet       |
|                                         |                     | Baker Avenue: 42.61 feet    |
| Collector Street Setbacks (Landscaping) | 25 feet minimum     | 9th Steet: 37.80 feet       |
|                                         |                     | Baker Avenue: 42.61 feet    |
| Landscaping                             | 10%                 | Building 1: 10.6%           |
|                                         |                     | Building 2: 10.8%           |
|                                         |                     | Building 3: 15.7%           |

The LA/Ontario ALUCP provides maximum building heights within its influence area. The maximum allowable building height for the project site is between 100 to 150 feet (The City of Ontario Airport Compatibility Planning 2018). Section 17.36.040 of the RCMC states that in areas where the LA/Ontario ALUCP allows for building heights greater than 70 feet, building limits shall be limited to a maximum height of 75 feet, unless a CUP is granted. As mentioned above, the project's maximum height is 51 feet, thus the project would not exceed the height limit or require a CUP for height.

The historically significant structure on the project site, the Baker House, would be rehabilitated and donated for future use as a City facility as part of the project. The rehabilitation includes a parking area and landscaping and hardscape improvements. The final conceptual design of the historical rehabilitation would be reviewed and approved by the City via the Certificate of Appropriateness discretionary approval, per the RCMC. This approval requires that the project comply with all applicable standards regarding the rehabilitation of the Baker House; therefore, no conflict would occur.

The project includes the Design Review of the site development, architectural design, and landscape design which would ensure the project would not conflict with local zoning standards and regulations related to aesthetics or light and glare. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality and potential impacts would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

<sup>1</sup> \*Buildings exceeding 35 feet of height shall be setback an additional foot from the front setback for each foot of height up to a maximum setback of 70 feet.

|                                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 4:</b> Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact AES-4 THE PROJECT WOULD COMPLY WITH EXISTING LOCAL REGULATIONS RELATED TO LIGHT AND GLARE. THE PROJECT WOULD NOT CREATE A NEW SOURCE OF LIGHT OR GLARE THAT WOULD ADVERSELY AFFECT DAYTIME OR NIGHTTIME VIEWS IN THE AREA. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The project site is previously developed with industrial buildings, and located in an urbanized area that is surrounded by commercial, industrial, and residential development. Existing light and glare sources in the area surrounding the project site include streetlights, outdoor safety, and security lighting associated with surrounding developments. With implementation of the project, the proposed development would consist of industrial buildings that would be utilized for uses that would be similar to the previous industrial development on the site and are not anticipated to substantially increase lighting and glare conditions for the project site. Construction of the project would be limited to daytime hours, unless otherwise approved by the City, and nighttime security lighting would be shielded from existing residential properties.

The project includes interior and exterior lighting for all of the proposed buildings and around the parking lot to increase nighttime visibility and safety. The project would not be a significant source of glare in the surrounding area as it would include some new reflective improvements including windows and building front treatments but would also utilize a variety of non-reflective building materials. Per the City's development code, all outdoor lighting would be recessed and/or constructed with full downward shielding to reduce light and glare impacts on surrounding properties and public rights-of-way. Additionally, all freestanding outdoor lighting would not exceed a 25-foot height. To ensure visibility and safety while also minimizing lighting and glare impacts, minimum illumination levels of each applicable lighting category would also be applied to the project lighting. RCMC Sections 17.58.050 and 17.122.030 dictate lighting standards and guidelines for the project site. With compliance with City standards, impacts related to light and glare would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

#### **4.1.4 Cumulative Impacts**

Planned and pending projects in Rancho Cucamonga and surrounding areas are listed in Table 3-1 in Section 3, *Environmental Setting*, and include residential, commercial, industrial, and mixed-use land uses.

The cumulative study area for aesthetics impacts is the viewshed of the project site and surrounding areas. Viewsheds of the project site and surrounding areas include the San Gabriel and San Bernadino Mountains. As previously discussed, the project would result in new industrial buildings and would rehabilitate the existing historic building. The project would be consistent with existing use of the project site and the surrounding area, as the project is surrounded by commercial, industrial, and residential uses.

Cumulative development projects would have the potential to impact viewsheds, damage scenic resources, degrade the scenic quality, and increase light and glare. In particular, cumulative project number 6, southwest of Foothill Boulevard and Vineyard Avenue, would include 158 residential units that would contribute to development in the immediate vicinity of the project site. However,



the area is already urbanized with surrounding development and all development in the cumulative study area would be required to comply with applicable building regulations and guidelines from the Rancho Cucamonga General Plan and RCMC, including General Plan policies regarding the preservation of scenic vistas. Therefore, buildout of the project and other developments within the project's viewshed would not have a cumulatively considerable impact to scenic vistas. Potential impacts of cumulative projects would be site-specific and would require case-by-case evaluation at the project level. Each cumulative project would require discretionary approval and evaluation under CEQA, which would analyze potential aesthetics impacts. Thus, cumulative development would not result in significant cumulative impacts to aesthetics including visual character, viewsheds, scenic vistas, and light and glare. Therefore, the project would not cause a cumulatively considerable impact on aesthetics and no mitigation is required.

## 4.2 Agricultural and Forestry Resources

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This section analyzes impacts related to agricultural and forestry resources associated with the implementation of the project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

### 4.2.1 Setting

The project site has been previously developed but is currently vacant, with the exception of the Baker House. The surrounding area includes rail transportation, commercial, industrial, and residential uses. As part of the project, the Baker House would be rehabilitated, and all vegetation would be removed and replaced with landscaping pursuant to the Rancho Cucamonga Municipal Code (RCMC).

The City does not have land zoned with an agricultural, forest land, or timberland land use designation. Title 17.30.030 of the RCMC states agricultural uses are permitted to continue within the Rural Open Space land use designation and are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones. The project is not a Rural Open Space designated property or located in the Open Space (OS), Flood Control-Open Space (FC), or Utility Corridor-Open Space (UC) zones.

### 4.2.2 Regulatory Setting

#### **a. Federal Regulations**

##### **Farmland Protection Policy Act**

The Farmland Protection Policy Act (FPPA) was enacted to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that to the extent possible, federal programs are administered to be compatible with State and local regulations to protect farmland. The FPPA does not authorize the federal government to regulate the use of private or non-federal land. For the purposes of the FPPA, farmland includes Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance.

#### **b. State Regulations**

##### **Farmland Mapping and Monitoring Program**

The California Department of Conservation (DOC), under the Division of Land Resource Protection, developed the Farmland Mapping and Monitoring Program (FMMP) to monitor the conversion of the State's farmland to and from agricultural use. Data is collected at the county level to produce a series of maps identifying eight land use classifications using a minimum mapping unit of 10 acres. The program also produces a biannual report on the amount of land converted from agricultural to non-agricultural use. The program maintains an inventory of State agricultural land and updates the

“Important Farmland Series Maps” every two years. The categories of land shown, as defined on these maps, are listed as follows:

- **Prime Farmland.** Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The project site does not contain Prime Farmland.
- **Farmland of Statewide Importance.** Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The project site does not contain Farmland of Statewide Importance.
- **Unique Farmland.** Unique Farmland consists of lesser quality soils used for the production of the State’s leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. The project site does not contain Unique Farmland.
- **Farmland of Local Importance.** Farmland of Local Importance is defined by each county’s local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land. The project site does not contain Farmland of Local Importance.
- **Grazing Land.** Land on which the existing vegetation is suited to the grazing of livestock. The project site does not contain Grazing Land.
- **Urban and Built-up Land.** Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. The entirety of the project site is classified as Urban and Built-up Land.

### **Land Conservation Act of 1965 (Williamson Act)**

The California Land Conservation Act of 1965, commonly referred to as the “Williamson Act,” is a non-mandated State program administered by local governments for the preservation of agricultural land. The Williamson Act enables governments to restrict the use of specific parcels of land to agricultural or related open space use through contracts with private landowners. The Williamson Act contracts restrict land use to agriculture or open space for a minimum of ten years. In return, private landowners receive reduced property tax assessments because they are based upon farming and open space uses as opposed to full market (speculative) value. The project site is not subject to a Williamson Act contract.

## **c. Local Regulations**

### **City of Rancho Cucamonga Municipal Code**

Title 17 of the RCMC defines the City's various land use zones and zoning districts and describes their development standards and purposes. Title 17.30.030 of the RCMC includes allowed land uses and permit requirements by base zoning district. The RCMC does not include a base zoning district for agriculture; however, agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones. The project site is not located in the Open Space (OS), Flood Control-Open Space (FC), or Utility Corridor-Open Space (UC) zones.

## **4.2.3 Impact Analysis**

### **a. Significance Thresholds**

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. The project would have a significant impact with respect to agricultural and forestry resources if it would:

1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;
2. Conflict with existing zoning for agricultural use or a Williamson Act contract;
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g));
4. Result in the loss of forest land or conversion of forest land to non-forest use;
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

### **b. Methodology**

In determining whether project implementation would result in impacts concerning agricultural and forestry resources, this analysis considers the *CEQA Guidelines*, Appendix G thresholds, as described above. The analysis also evaluates the existing regulatory framework and determines its applicability for the project. The baseline conditions and impact analyses are based on review of various readily available data in public records, including local planning documents and the maps produced under the FMMP. The determination that the project would or would not result in "substantial" adverse effects concerning agricultural and forestry resources considers the relevant policies and regulations established by local and regional agencies and the project's compliance with such policies.

### c. Project Impacts

|                                                                                                                                                                                                                                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact AG-1 THE PROJECT SITE IS CATEGORIZED AS URBAN AND BUILT-UP LAND AND WOULD NOT CONVERT FARMLAND. NO IMPACTS WOULD OCCUR.**

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The project site is categorized as Urban and Built-Up Land by the FMMP (Department of Conservation [DOC] 2022). Urban and Built-Up Land is often occupied by structures and used for residential, industrial, commercial, institutional, public administration, recreational, utility, and other development uses. This land type is not conducive to agricultural production or activities. Therefore, no impacts related to conversion of farmland defined by the FMMP would occur.

#### Mitigation Measures

No mitigation measures would be required.

|                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? |
|------------------------------------------------------------------------------------------------------------------------|

**Impact AG-2 THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE AND THE PROJECT SITE IS NOT UNDER A WILLIAMSON ACT CONTRACT. NO IMPACTS WOULD OCCUR.**

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The project site is located in the Neo-Industrial zoning designation and Neo-Industrial Employment District General Plan land use designation, which is not conducive to agricultural uses. Also, as mentioned above, the project site is within land designated as Urban and Built-Up Land by the FMMP, which is not conducive to agricultural uses (DOC 2022). Therefore, no impacts related to conflicts with existing agricultural zoning would occur.

The Williamson Act enables local governments to contract private land for agricultural or open space uses. In return, private landowners receive lower property tax assessments. The project site does not include agricultural uses and is not under a Williamson Act contract. Therefore, no impacts related to Williamson Act contracts would occur.

#### Mitigation Measures

No mitigation measures would be required.

**Threshold 3:** Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

**Threshold 4:** Would the project result in the loss of forest land or conversion of forest land to non-forest use?

**Impact AG-3 THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBERLAND PRODUCTION; AND THE PROJECT WOULD NOT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE. NO IMPACTS TO FOREST LAND OR TIMBERLAND WOULD OCCUR.**

Public Resources Code Section 12220(g) classifies forest land as land which can support 10-percent native tree cover of any species under natural conditions and allows for the management of forest resources such as timber, biodiversity, water quality, recreation, and other public benefits. Public Resources Code Section 4526 defines timberland as land, which is not federally owned or designated as experimental forest land, which is available for and capable of growing trees used to produce lumber or other forest products. Government Code Section 51104(g) defines Timberland Production zones as an area zoned for and used for growing and harvesting timber.

The City does not contain areas with land use designations for either forest land or timberland. The project site is in the Neo-Industrial zoning designation and Neo-Industrial Employment District General Plan land use designation, which is not conducive to forest land or timberland uses. Additionally, the project site is classified as Urban and Built-Up Land which is developed and urbanized (DOC 2022). Therefore, the project would not conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned timberland production; the project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impacts to forest land or timberland would occur.

### Mitigation Measures

No mitigation measures would be required.

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

**Impact AG-4 THE PROJECT WOULD NOT INVOLVE CHANGES IN THE EXISTING ENVIRONMENT WHICH WOULD CONVERT FARMLAND OR FOREST LAND. NO IMPACTS WOULD OCCUR.**

As mentioned above, the city does not contain areas with land use designations for agriculture, forest land, or timberland. The project site is in the Neo-Industrial zoning designation and Neo-Industrial Employment District General Plan land use designation, which is not conducive to agricultural production and is not forest land. The project site is classified as Urban Built-Up Land which is not Unique Farmland, Prime Farmland, or Farmland of Statewide Importance (DOC 2022). Therefore, no impacts related to the conversion of farmland or forest land would occur.

### Mitigation Measures

No mitigation measures would be required.

#### 4.2.4 Cumulative Impacts

The project would have no impact on agricultural or forestry resources. The project site is located within Neo-Industrial zoning designation and there are no agricultural, forest land, or timberland zoning designations in Rancho Cucamonga. The project site is classified as Urban and Built-Up Land and is not under a Williamson Act contract. Therefore, the project would not contribute to a cumulatively considerable impact on agricultural and forestry resources.

Potential impacts of cumulative projects would be site-specific and would require case-by-case evaluation at the project level. For cumulative projects that require discretionary approval and evaluation under CEQA, an analysis for potential impacts agricultural and forestry resources would be prepared. However, given the lack of agricultural resources and forest land in the city, it is unlikely that impacts to these resources would occur under the cumulative projects.

## 4.3 Air Quality

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the “Baker House.”

The section analyzes the potential air quality impacts of project construction and operation, including impacts to nearby sensitive receptors. Construction and operational emissions associated with project buildout were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1 (the CalEEMod worksheets are provided in Appendix B-1). Results were compared to South Coast Air Quality Management District (SCAQMD) thresholds.

### 4.3.1 Setting

#### **Climate and Topography**

The project site is located in the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, as well as all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the remainder of the perimeter (SCAQMD 1993). Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions. These factors along with applicable regulations are discussed below.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds.<sup>1</sup> The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit (°F) with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

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

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

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during

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<sup>1</sup> The National Weather Service defines Santa Ana winds as “a weather condition in which strong, hot, dust-bearing winds descend to the Pacific Coast around Los Angeles from inland desert regions.”



the dry summer months than during the rainy winter. Between periods of wind, air stagnation could occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

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

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

In Rancho Cucamonga, the warmest months of the year are July and August, and the coldest month of the year is January. The annual average maximum temperature is 79.4 degrees Fahrenheit (°F), while the annual average minimum temperature is 52.3°F. Rainfall is concentrated in the winter months. Local climate conditions are summarized below in Table 4.2-1.

**Table 4.2-1 Fontana Kaiser Climate Conditions**

| Temperature Condition              | Amount      |
|------------------------------------|-------------|
| Average annual rainfall            | 15.3 inches |
| Annual average maximum temperature | 79.4°F      |
| Annual average minimum temperature | 52.3°F      |
| Warmest month                      | July        |
| Coolest month                      | January     |
| Annual mean temperature            | 69.5°F      |

Note: Averages are based on the period of record from 1981 to 2010 at the Fontana Kaiser meteorological station, approximately seven miles east of the project site.

Source: Western Regional Climate Center 2016

## Air Pollutants of Primary Concern

Primary criteria pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere. Primary criteria pollutants include carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter with 10 microns in diameter or less (PM<sub>10</sub>), particulate matter with 2.5 microns or less (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead (Pb). Ozone (O<sub>3</sub>) is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic compounds (ROC) and nitrogen oxides (NO<sub>x</sub>). These pollutants can have adverse impacts on human health at certain levels of exposure. The following subsections describe the characteristics, sources, and health and atmospheric effects of air pollutants.

## Ozone

Ozone (O<sub>3</sub>) is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO<sub>x</sub> and ROC/volatile organic compounds (VOC).<sup>2</sup> ROC is composed of non-methane hydrocarbons (with specific exclusions), and NO<sub>x</sub> is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and NO<sub>2</sub>. NO<sub>x</sub> is formed during the combustion of fuels, while ROC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O<sub>3</sub> readily combines with many different atmosphere components. Consequently, high O<sub>3</sub> levels tend to exist only while high ROC and NO<sub>x</sub> levels are present to sustain the O<sub>3</sub> formation process. Once the precursors have been depleted, O<sub>3</sub> levels rapidly decline. Because these reactions occur on a regional rather than local scale, O<sub>3</sub> is considered a regional pollutant. In addition, because O<sub>3</sub> requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. Groups most sensitive to O<sub>3</sub> include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors (United States Environmental Protection Agency [USEPA] 2022a). Depending on the level of exposure, O<sub>3</sub> can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; and aggravate lung diseases such as asthma, emphysema, and chronic bronchitis.

## Carbon Monoxide

Carbon monoxide (CO) is a localized pollutant found in high concentrations near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only found near areas of high traffic volumes. Other sources of CO include the incomplete combustion of petroleum fuels at power plants and fuel combustion from wood stoves and fireplaces throughout the year. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (USEPA 2022a).

## Nitrogen Dioxide

Nitrogen dioxide (NO<sub>2</sub>) is a by-product of fuel combustion. The primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO<sub>x</sub> produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub>, commonly called NO<sub>x</sub>. NO<sub>2</sub> is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO<sub>2</sub> can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO<sub>2</sub> may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, particularly children and the elderly, are generally at greater risk for

<sup>2</sup> California Air Resources Board (CARB) defines VOC and ROC similarly as, "any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate," with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROC and VOC are considered comparable in terms of mass emissions, and the term ROC is used in this report.

the health effects of NO<sub>2</sub> (USEPA 2022a). NO<sub>2</sub> absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O<sub>3</sub>/smog and acid rain.

### *Sulfur Dioxide*

Sulfur dioxide (SO<sub>2</sub>) is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO<sub>2</sub> emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO<sub>2</sub> emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO<sub>2</sub> can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO<sub>2</sub> (USEPA 2022a).

### *Particulate Matter*

Suspended atmospheric PM<sub>10</sub> and PM<sub>2.5</sub> are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. Both PM<sub>10</sub> and PM<sub>2.5</sub> are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM<sub>10</sub> and PM<sub>2.5</sub> can be very different. PM<sub>10</sub> is generally associated with dust mobilized by wind and vehicles. In contrast, PM<sub>2.5</sub> is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM<sub>10</sub> can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For PM<sub>2.5</sub>, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2023a).

### *Lead*

Lead (Pb) is a metal found naturally in the environment, as well as in manufacturing products. The major sources of Pb emissions historically have been mobile and industrial. However, due to the USEPA’s regulatory efforts to remove lead from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2014). As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and lowered IQ (USEPA 2022a).

### Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TAC) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70<sup>th</sup> the diameter of a human hair) and thus is a subset of PM<sub>2.5</sub>. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2023a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects that can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2020).

### Current Air Quality

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

Pollutants of concern in the SCAB include O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. The closest air monitoring station to the project site that monitors ambient concentrations of these pollutants is the Upland Monitoring Station (located 1.1 miles northwest of the site). Table 4.3-2 summarizes the annual air quality data for the local airshed from the Upland Monitoring Station.

**Table 4.3-2 Ambient Air Quality Data**

| Pollutant                                                   | 2019  | 2020  | 2021  |
|-------------------------------------------------------------|-------|-------|-------|
| Ozone (ppm), Worst Hour                                     | 0.131 | 0.158 | 0.124 |
| Number of days of state exceedances (>0.09 ppm)             | 31    | 82    | 42    |
| Number of days of federal exceedances (>0.12 ppm)           | 1     | 15    | 0     |
| Ozone (ppm), 8-Hour Average <sup>1</sup>                    | 0.107 | 0.123 | 0.100 |
| Number of days of state and federal exceedances (>0.07 ppm) | 52    | 116   | 78    |
| NO <sub>2</sub> (ppm), Worst Hour                           | 0.058 | 0.055 | 0.065 |
| Number of days of state exceedances (>0.18 ppm)             | 0     | 0     | 0     |
| Number of days of federal exceedances (>0.10 ppm)           | 0     | 0     | 0     |

| Pollutant                                                       | 2019  | 2020  | 2021  |
|-----------------------------------------------------------------|-------|-------|-------|
| PM <sub>10</sub> (µg/m <sup>3</sup> ), Worst 24 Hours           | 125.9 | 174.8 | 124.3 |
| Number of days of state exceedances (>50 µg/m <sup>3</sup> )    | *     | *     | *     |
| Number of days of federal exceedances (>150 µg/m <sup>3</sup> ) | *     | 1     | 0     |
| PM <sub>2.5</sub> (µg/m <sup>3</sup> ), Worst 24 Hours          | 91.1  | 74.0  | 83.8  |
| Number of days of federal exceedances (>35 µg/m <sup>3</sup> )  | *     | *     | *     |

ppm= parts per million, µg/m<sup>3</sup> = microgram per cubic meter, NO<sub>2</sub>= nitrogen dioxide, PM<sub>10</sub>= particulate matter with 10 microns in diameter or less, PM<sub>2.5</sub> = particulate matter with 2.5 microns in diameter or less

\*= insufficient data to determine value

Source: CARB 2023b

## Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses considered more sensitive to air pollution than others due to the types of population groups present or activities involved are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools/daycare centers, and hospitals. Sensitive receivers nearest to the project site include single-family residences located along the south side of 9th Street adjacent to the northwest portion of the project site, and single-family residential neighborhoods located 75 feet to the west of the project site across Baker Avenue and 275 feet south of the project site along the south side of 8th Street.

### 4.3.2 Regulatory Setting

The federal and State governments have authority under the federal and State Clean Air Acts (CAA) to regulate emissions of airborne pollutants and have established ambient air quality standards (AAQS) for the protection of public health. An air quality standard is defined as “the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without harming public health” (CARB 2023c). The USEPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent in California. Federal and State AAQS have been established for six criteria pollutants: O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and Pb. The AAQS are designed to protect those segments of the public most susceptible to respiratory distress, such as children under the age of 14, the elderly (over the age of 65), persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases (USEPA 2022b). In addition, California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards (CARB 2023d). The federal and State CAA are described in more detail below.

#### a. Federal Regulations

The CAA was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation’s air resources to benefit public health, welfare, and productivity. In 1971, to achieve the purposes of Section 109 of the CAA [42 USC 7409], the USEPA developed primary and secondary National Ambient Air Quality Standards (NAAQS).

The primary NAAQS “in the judgment of the Administrator,<sup>3</sup> based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health,” and the secondary standards are to “protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in the ambient air” (42 USC 7409[b][2]). The USEPA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant based on the comparison of measured data with the NAAQS. States are required to adopt enforceable plans, known as a state implementation plan (SIP), to achieve and maintain air quality meeting the NAAQS. State plans also must control emissions that drift across state lines and harm air quality in downwind states. Table 4.3-3 lists the current federal and State standards for regulated pollutants.

**Table 4.3-3 Federal and State Ambient Air Quality Standards**

| Pollutant                               | NAAQS                                                                                        | CAAQS                                                                                                                                                                                                                                                                  |
|-----------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Ozone                                   | 0.070 ppm (8-hr avg)                                                                         | 0.09 ppm (1-hr avg)<br>0.070 ppm (8-hr avg)                                                                                                                                                                                                                            |
| Carbon Monoxide                         | 35.0 ppm (1-hr avg)<br>9.0 ppm (8-hr avg)                                                    | 20.0 ppm (1-hr avg)<br>9.0 ppm (8-hr avg)                                                                                                                                                                                                                              |
| Nitrogen Dioxide                        | 0.100 ppm (1-hr avg)<br>0.053 ppm (annual avg)                                               | 0.18 ppm (1-hr avg)<br>0.030 ppm (annual avg)                                                                                                                                                                                                                          |
| Sulfur Dioxide                          | 0.075 ppm (1-hr avg)<br>0.5 ppm (3-hr avg)<br>0.14 ppm (24-hr avg)<br>0.030 ppm (annual avg) | 0.25 ppm (1-hr avg)<br>0.04 ppm (24-hr avg)                                                                                                                                                                                                                            |
| Lead                                    | 0.15 µg/m <sup>3</sup> (rolling 3-month avg)<br>1.5 µg/m <sup>3</sup> (calendar quarter)     | 1.5 µg/m <sup>3</sup> (30-day avg)                                                                                                                                                                                                                                     |
| Particulate Matter (PM <sub>10</sub> )  | 150 µg/m <sup>3</sup> (24-hr avg)                                                            | 50 µg/m <sup>3</sup> (24-hr avg)<br>20 µg/m <sup>3</sup> (annual avg)                                                                                                                                                                                                  |
| Particulate Matter (PM <sub>2.5</sub> ) | 35 µg/m <sup>3</sup> (24-hr avg)<br>12 µg/m <sup>3</sup> (annual avg)                        | 12 µg/m <sup>3</sup> (annual avg)                                                                                                                                                                                                                                      |
| Visibility-Reducing Particles           | No Federal Standards                                                                         | Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 – 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent.<br>Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg) |
| Sulfates                                | No Federal Standards                                                                         | 25 µg/m <sup>3</sup> (24-hr avg)                                                                                                                                                                                                                                       |
| Hydrogen Sulfide                        | No Federal Standards                                                                         | 0.03 ppm (1-hr avg)                                                                                                                                                                                                                                                    |
| Vinyl Chloride                          | No Federal Standards                                                                         | 0.01 ppm (24-hr avg)                                                                                                                                                                                                                                                   |

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; µg/m<sup>3</sup> = micrograms per cubic meter

Source: CARB 2016

To derive the NAAQS, the USEPA reviews data from integrated science assessments and risk/exposure assessments to determine the ambient pollutant concentrations at which human health impacts occur, then reduces these concentrations to establish a margin of safety (USEPA 2022c). As a result, human health impacts caused by the air pollutants discussed above may affect

<sup>3</sup> The term “Administrator” means the Administrator of the United States EPA.

people when ambient air pollutant concentrations are at or above the concentrations established by the NAAQS. The closer a region is to attaining a particular NAAQS, the lower the human health impact is from that pollutant (San Joaquin Valley Air Pollution Control District 2015). Accordingly, ambient air pollutant concentrations below the NAAQS are considered to be protective of human health (CARB 2023c and 2023d). The NAAQS and the underlying science that forms the basis of the NAAQS are reviewed every five years to determine whether updates are necessary to continue protecting public health with an adequate margin of safety (USEPA 2015).

## **b. State Regulations**

### **California Clean Air Act**

The California Clean Air Act (CCAA) was enacted in 1988 (California Health & Safety Code Section 39000 et seq.). Under the CCAA, the State has developed the California Ambient Air Quality Standards (CAAQS), which are generally more stringent than the NAAQS. Table 4.3-3 lists the current State standards for regulated pollutants. In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. Similar to the federal CAA, the CCAA classifies specific geographic areas as either “attainment” or “nonattainment” areas for each pollutant, based on the comparison of measured data within the CAAQS.

### **Toxic Air Contaminants**

A TAC is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. TACs may result in long-term health effects such as cancer, birth defects, neurological damage, asthma, or genetic damage, or short-term acute effects such as eye watering, respiratory irritation, runny nose, throat pain, and headaches. TACs are considered either carcinogenic or non-carcinogenic based on the nature of the health effects associated with exposure. For carcinogenic TACs, potential health impacts are evaluated in terms of overall relative risk expressed as excess cancer cases per one million exposed individuals. Non-carcinogenic TACs differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs include both organic and inorganic chemical substances. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as DPM; however, TACs may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities.

In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics “Hot Spots” Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics “Hot Spots” Act are to collect emission data, identify facilities having localized impacts, ascertain health risks, notify nearby

residents of significant risks, and reduce those significant risks to acceptable levels. The Children's Environmental Health Protection Act, California Senate Bill (SB) 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air quality monitoring network, and develop any additional air toxic control measures needed to protect children's health.

## **State Implementation Plan**

The SIP is a collection of documents that set forth the State's strategies for achieving the AAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, State regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under State law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations at 40 Code of Federal Regulations 52.220.

The 2022 SCAQMD Air Quality Management Plan (AQMP) is the SIP for the SCAB. The AQMP accommodates growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by SCAB are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

## **California Code of Regulations**

The California Code of Regulations is the official compilation and publication of the regulations adopted, amended or repealed by State agencies pursuant to the Administrative Procedure Act. They are compiled into titles and organized into divisions containing the regulations of State agencies. The following California Code of Regulations are applicable to the proposed project:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

### **c. Local Regulations**

#### **South Coast Air Quality Management District**

The SCAQMD is the air pollution control agency that has jurisdiction over Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that State and federal ambient air quality standards are attained and maintained in the SCAB. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions,



conducting public education campaigns, and many other activities. All projects are subject to SCAQMD rules and regulations in effect at the time of construction.

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

The 2022 AQMP was adopted by the SCAQMD Governing Board on December 2, 2022. The purpose of the AQMP is to set forth a comprehensive and integrated program that will lead the SCAB into compliance with the federal 8-hour O<sub>3</sub> standards, and to provide an update to the SCAQMD's commitments towards meeting the federal 24-hour PM<sub>2.5</sub> air quality standard. The AQMP incorporates the latest scientific and technological information and planning assumptions, including SCAG growth projections and updated emission inventory methodologies for various source categories.

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

The SCAB is currently designated as a nonattainment area with respect to the State 1-hour O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> standards, as well as the national 8-hour O<sub>3</sub> and PM<sub>2.5</sub> standards. The SCAB is designated as attainment or unclassified for the remaining State and federal standards.

The following is a list of SCAQMD rules that are required of construction activities associated with the proposed project:

- **Rule 402 (Nuisance)** – This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.
- **Rule 403 (Fugitive Dust)** – This rule requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. This rule is intended to reduce PM<sub>10</sub> emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM<sub>10</sub> suppression techniques are summarized below.
  - Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.
  - All on-site roads are paved as soon as feasible, watered regularly, or chemically stabilized.

- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down following the workday to remove soil from pavement.
- **Rule 1113 (Architectural Coatings)** – This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.
- **Rule 2305 (Warehouse Indirect Source Rule)** – Rule 2305 was adopted by the SCAQMD Governing Board on May 7, 2021 to reduce NO<sub>x</sub> and particulate matter emissions associated with warehouses and mobile sources attracted to warehouses. This rule applies to all existing and proposed warehouses over 100,000 square feet located in the SCAQMD. Rule 2305 requires warehouse operators to track annual vehicle miles traveled associated with truck trips to and from the warehouse. These trip miles are used to calculate the warehouses' Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation. WAIRE Points are earned based on emission reduction measures and warehouse operators are required to submit an annual WAIRE Report which includes truck trip data and emission reduction measures. Reduction strategies listed in the WAIRE menu include acquire zero emission (ZE) or near zero emission (NZE) trucks; require ZE/NZE truck visits; require ZE yard trucks; install on-site ZE charging/fueling infrastructure; install on-site energy systems; and install filtration systems in residences, schools, and other buildings in the adjacent community. Warehouse operators that do not earn a sufficient number of WAIRE points to satisfy the WAIRE Points Compliance Obligation would be required to pay a mitigation fee. Funds from the mitigation fee will be used to incentivize the purchase of cleaner trucks and charging/fueling infrastructure in communities nearby.

## **SCAG 2020-2045 RTP/SCS**

On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS, also known as Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

## **Plan RC 2040, City of Rancho Cucamonga General Plan Update**

The City of Rancho Cucamonga General Plan is a roadmap that encompasses the aspirations and values of the community. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. General Plan Policies that address air quality impacts include the following:

*Resource Conservation Element*

The Resource Conservation Element of the Rancho Cucamonga General Plan provides guidance regarding the City's natural resources and their preservation.

**Goal RC-5 Local Air Quality.** Healthy air quality for all residents.

**Policy RC-5.1 Pollutant Sources.** Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.

**Policy RC-5.3 Barriers and Buffers.** Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.

**Policy RC-5.4 Health Risk Assessment.** Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.

**Policy RC-5.5 Impacts to Air Quality.** Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.

**Policy RC-5.6 Community Benefit Plan.** Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.

**Policy RC-5.8 New Localized Air Pollution Sources Near Existing Sensitive Receptors.** Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating TRUs per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.

**Policy RC-5.9 Truck Hook-Ups at New Industrial or Commercial Developments.** Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.

**Policy RC-5.11 Dust and Odor.** Require new construction to include measures to minimize dust and odor during construction and operation.

**Goal RC-6 Climate Change.** A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

**Policy RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.

**Policy RC-6.10 Green Building.** Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce greenhouse gas emissions.

**Policy RC-6.11 Climate-Appropriate Building Types.** Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.

**Policy RC-6.13 Designing for Warming Temperatures.** When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems.

**Policy RC-6.14 Designing for Changing Precipitation Patterns.** When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.

**Policy RC-6.15 Heat Island Reductions.** Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

**Policy RC-6.16 Public Realm Shading.** Strive to improve shading in public spaces, such as bus stops, sidewalks and public parks and plazas, through the use of trees, shelters, awnings, gazebos, fabric shading and other creative cooling strategies.

**Goal RC-7 Energy.** An energy efficient community that relies primarily on renewable and non-polluting energy sources.

**Policy RC-7.2 New EV Charging.** Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.

**Policy RC-7.4 New Off-Road Equipment.** When feasible, require that off road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.

**Policy RC-7.7 Sustainable Design.** Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.

**Policy RC-7.9 Passive Solar Design.** Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.

**Policy RC-7.10 Alternative Energy.** Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

**Policy RC-7.12 Solar Access.** Prohibit new development and renovations that impair adjacent buildings' solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.

## City of Rancho Cucamonga Development Code

Section 17.66.060, Odor, Particulate Matter, and Air Contaminant Standards, of the City of Rancho Cucamonga Development Code requires that sources of particulate matter comply with the rules

and regulations of the Air Pollution Control District and the State Health and Safety Code. Further, no dust or particulate matter shall be emitted that is detectable by a reasonable person without instruments.

### 4.3.3 Impact Analysis

#### a. Significance Thresholds

##### CEQA Significance Thresholds

This analysis utilizes the following *CEQA Guidelines* Appendix G significance criteria questions related to air quality to assess the proposed project. The project would have a significant impact with respect to air quality if it would:

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

##### Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB, shown in Table 4.3-4.

**Table 4.3-4 SCAQMD Regional Significance Thresholds**

| Construction Thresholds                | Operational Thresholds                 |
|----------------------------------------|----------------------------------------|
| 75 pounds per day of VOC               | 55 pounds per day of VOC               |
| 100 pounds per day of NO <sub>x</sub>  | 55 pounds per day of NO <sub>x</sub>   |
| 550 pounds per day of CO               | 550 pounds per day of CO               |
| 150 pounds per day of SO <sub>x</sub>  | 150 pounds per day of SO <sub>x</sub>  |
| 150 pounds per day of PM <sub>10</sub> | 150 pounds per day of PM <sub>10</sub> |
| 55 pounds per day of PM <sub>2.5</sub> | 55 pounds per day of PM <sub>2.5</sub> |

VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxides; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = particulate matter measuring 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns or less in diameter  
Source: SCAQMD 2019

##### Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed LSTs in response to the Governing Board's Environmental Justice Enhancement Initiative (1-4), which was prepared to update the *CEQA Air Quality Handbook* (1993). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO<sub>x</sub>, carbon monoxide, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), distance to the sensitive receptor, and

project size. LSTs have been developed for emissions within construction areas up to five acres in size. However, LSTs only apply to emissions in a fixed stationary location and are not applicable to mobile sources, such as cars on a roadway (SCAQMD 2008). As such, LSTs are typically applied only to construction emissions because the majority of operational emissions are associated with project-generated vehicle trips.

The project is located in SRA 32 (Northwest San Bernardino Valley). The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres. LSTs are not provided for project sites exceeding five acres; however, the five-acre LSTs would represent a conservative scenario because thresholds increase with site acreage. The project site is approximately 46 acres; therefore, the LST analysis conservatively uses five-acre LSTs. LSTs are provided for receptors at a distance of 82 feet to 1,640 feet from the project disturbance boundary to the sensitive receptors. The border of construction activity would be less than 82 feet from the nearest off-site sensitive receptors (i.e., the single-family homes along 9th Street along the northwest portion of the project site). According to the SCAQMD's publication, *Final LST Methodology*, projects with boundaries located closer than 82 feet to the nearest receptor should use the LSTs for receptors located at 82 feet. Therefore, the analysis below uses the LST values for 82 feet (approximately 25 meters). LSTs for construction in SRA 32 on a five-acre site with a receptor 82 feet away are shown in Table 4.3-5.

**Table 4.3-5 SCAQMD LSTs for Construction/Operation (SRA 32)**

| Pollutant                                                | Allowable Emissions for a<br>5-acre Site in SRA 32 for a Receptor 82 Feet Away (lbs/day) |
|----------------------------------------------------------|------------------------------------------------------------------------------------------|
| Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub> | 270/270                                                                                  |
| Carbon Monoxide                                          | 2,193/2,193                                                                              |
| PM <sub>10</sub>                                         | 16/4                                                                                     |
| PM <sub>2.5</sub>                                        | 9/2                                                                                      |

lbs/day = pounds per day; NO<sub>x</sub> = nitrogen oxides; NO<sub>2</sub> = nitrogen dioxide; PM<sub>10</sub> = particulate matter measuring 10 microns or less in diameter; PM<sub>2.5</sub> = particulate matter measuring 2.5 microns or less in diameter; SCAQMD = South Coast Air Quality Management District  
Source: SCAQMD 2009

## Health Risk Thresholds

SCAQMD has developed significance thresholds for the emissions of TACs based on health risks associated with elevated exposure to such compounds. For carcinogenic compounds, cancer risk is assessed in terms of incremental excess cancer risk. A project would result in a potentially significant impact if it would generate a Maximum Incremental Cancer Risk of 10 in one million. Additionally, non-carcinogenic health risks are assessed in terms of a Hazard Index. A project would result in a potentially significant impact if it would result in a chronic and acute Hazard Index greater than 1.0 (SCAQMD 2019).

## b. Methodology

Air pollutant emissions generated by project construction and operation were estimated using CalEEMod version 2022.1. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas emissions associated with both construction and operations from a variety of land use projects. CalEEMod allows for the use of standardized data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by

the various California air districts to account for local requirements and conditions, and/or user-defined inputs. The calculation methodology and input data used in CalEEMod can be found in the *CalEEMod User's Guide* Appendices C, D, and G (California Air Pollution Control Officers Association [CAPCOA] 2022). The analysis reflects the details of construction and operation of the proposed project as described in Section 2, *Project Description*. CalEEMod modeling outputs are included in Appendix B-1.

## **Plan Comparison**

The proposed project would be consistent with the SCAQMD's 2022 AQMP if it: (1) is consistent with the growth assumptions in the AQMP; and (2) does not increase the frequency or severity of an air quality standards violation or cause new air quality standards violations (SCAQMD 2022). Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the City, the analysis conservatively assumes that all 823 new employees would become new residents.

## **Construction**

Project construction would primarily generate temporary criteria pollutant emissions from construction equipment operation on-site and construction worker vehicle trips to and from the site. Construction of the proposed project was analyzed based on the land use types and square footage described in Section 2, *Project Description*, which includes three industrial warehouse buildings, parking spaces, and landscaping. Construction of the proposed project was assumed to begin in January 2025 and end in November 2025. There are no existing structures to be demolished on the project site. In addition, no soil import or export would be required as the site would be balanced. It is assumed that the architectural coating phase would overlap with construction of the warehouses for approximately four months. It is assumed that construction equipment would be diesel-powered and rated Tier 4 Final based on applicant provided information. The project would be required to comply with applicable regulatory standards, such as SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating).

The proposed uses were assigned the following land uses based on the *CalEEMod User Guide*: Warehouse facilities were assumed as "Unrefrigerated Warehouse – No Rail," the office spaces were assumed as "General Office Building." Parking and on-site non-asphalt surfaces such as landscaping were modeled as such.

## **Operation**

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. Although the proposed project would be subject to SCAQMD Rule 2305 (Indirect Source) requiring implementation of emissions reduction measures, reductions that may be implemented based on participation were not included in the emissions quantified herein due to the unknown nature of the tenants and fleet. The proposed project's operational sources are described below.

### *Area Sources*

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coatings, were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (CAPCOA 2022).

### Energy Sources

Emissions from energy use that generate criteria pollutant emissions include natural gas use. The emissions factors for natural gas combustion are based on USEPA's AP-42 (*Compilation of Air Pollutant Emissions Factors*) and California Climate Action Registry General Reporting Protocol. Only GHG emissions are calculated from electricity usage because the energy is generated off-site and therefore may not be relevant for local and regional air quality conditions (see Section 4.8, *Greenhouse Gas Emissions*, of this EIR). The proposed warehouses would not be refrigerated, and TRUs would not be required for project operation.

### Mobile Sources

Mobile source emissions are generated by the increase in vehicle miles traveled associated with operation of on-site development. Vehicle trip emissions attributable to the proposed project were calculated using the *Final Non-CEQA Transportation Study for 9th Street and Vineyard Avenue Warehouse* prepared by Fehr & Peers for the proposed project (Appendix K-2). The trip generation rates in CalEEMod were adjusted to be consistent with the 1,680 daily vehicle trips estimate in the Transportation Study.<sup>4</sup> Total trip generation includes approximately 59 2-axle trucks, 77 3-axle trucks, and 207 4-axle trucks. In addition, because weekend trip rates and VMT were not provided by the transportation impact analysis, this analysis uses the same trip rates for weekdays and weekends. This analysis assumes that each of the three proposed warehouses would include operation of one yard hopper and two forklifts, for a total of three yard hopper and six forklifts.

### Health Risk Assessment

In order to evaluate the potential impacts of TACs emitted during construction and operation of the warehouses, a Health Risk Assessment (HRA) was conducted to quantify excess cancer risk to nearby receptors resulting from the project. Potential health risks to nearby sensitive receptors from the emission of TACs during construction and operations at the proposed warehouse were analyzed in accordance with the SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD 2017) and the OEHHA *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). The complete HRA, modeling assumptions, emissions, and model inputs are available in Appendix B-2.

### c. Project Impacts

|                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project conflict with or obstruct implementation of the applicable air quality plan? |
|--------------------------------------------------------------------------------------------------------------------|

**Impact AQ-1** THE PROJECT WOULD NOT RESULT IN GROWTH EXCEEDING FORECASTS ESTABLISHED BY THE SCAQMD AQMP AND SCAG 2020-2045 RTP/SCS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed project would involve the construction and operation of three industrial buildings. The proposed project would not directly increase the City's population since it does not involve the construction of housing. However, the proposed project could potentially increase the number of new employees in Rancho Cucamonga. The project is estimated to add approximately 823 new

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<sup>4</sup> This analysis uses Non Passenger Car Equivalent (Non PCE) trip generation estimates in order to accurately reflect emissions from light, medium, and heavy duty trucks.



employees based on the SCAG *Employment Density Report* estimates for warehouse and office uses (see Section 4.14, *Population and Housing*).

According to the SCAG's RTP/SCS Demographic and Growth Forecast Appendix, the City of Rancho Cucamonga had an estimated population of 176,500 in 2016 (SCAG 2020). SCAG's 2020 RTP/SCS forecast the City's population is to increase to approximately 201,300 by 2045, which is an increase of 24,800 or 14 percent from the 2016 population (SCAG 2020). The addition of approximately 823 new residents (employees moving to the City for employment) would constitute approximately 3.3 percent of the City's total projected population growth through year 2045. Therefore, potential indirect population growth generated by the project would be within the respective SCAG growth forecast.

The employment growth forecasts in SCAG's 2020 RTP/SCS for the City of Rancho Cucamonga estimate that the total number of jobs would increase from 88,300 in 2016 to 105,100 in 2045, for an increase of 16,800 jobs (SCAG 2020). The project would include approximately 823 employment opportunities from the warehouses and office buildings. The proposed project would be within the SCAG's projected 2045 employment increase of 16,800 jobs from 2016, and the project would not cause the City of Rancho Cucamonga to exceed official regional employment projections. Therefore, the project would be consistent with the 2022 AQMP and impacts would be less than significant.

As discussed in Impact AQ-2 below, the project would not result in exceedances of SCAQMD's regional thresholds for criteria air pollutants. Therefore, the project would not increase the frequency or severity of an air quality standards violation or cause new air quality standards violations. Impacts would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

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

**Impact AQ-2** PROJECT CONSTRUCTION WOULD GENERATE SHORT TERM EMISSIONS OF CRITERIA POLLUTANTS PRIMARILY DUE TO VEHICLE EXHAUST ASSOCIATED WITH CONSTRUCTION EQUIPMENT AND FUGITIVE DUST FROM SITE PREPARATION AND GRADING. PROJECT OPERATION WOULD GENERATE LONG-TERM EMISSIONS OF CRITERIA POLLUTANTS PRIMARILY DUE TO MOBILE AND AREA SOURCES. THE PROJECT WOULD NOT GENERATE AIR POLLUTANT EMISSIONS IN EXCEEDANCE OF SCAQMD THRESHOLDS AND WOULD THEREFORE NOT RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE REGION IS NON-ATTAINMENT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

## Construction Emissions

Construction associated with the proposed project would generate short term emissions of criteria air pollutants. The criteria air pollutants of primary concern within the project area include O<sub>3</sub> precursor pollutants (i.e., VOC and NO<sub>x</sub>) and PM<sub>10</sub> and PM<sub>2.5</sub>. Construction generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's threshold of significance.

Construction results in the temporary generation of emissions resulting from site preparation and grading, drying of architectural coatings, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. As discussed in Section 4.3.3.b, *Methodology*, all diesel fueled construction equipment would utilize Tier 4 engines. Estimated maximum daily construction-generated emissions for the proposed project are summarized in Table 4.3-6.

**Table 4.3-6 Project Construction Emissions**

| Year                       | Maximum Daily Emissions (lbs/day) |                 |     |                 |                  |                   |
|----------------------------|-----------------------------------|-----------------|-----|-----------------|------------------|-------------------|
|                            | VOC                               | NO <sub>x</sub> | CO  | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| 2025                       | 59                                | 10              | 57  | <1              | 8                | 4                 |
| SCAQMD Regional Thresholds | 75                                | 100             | 550 | 150             | 150              | 55                |
| Threshold Exceeded?        | No                                | No              | No  | No              | No               | No                |

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Notes: Emissions shown herein may differ from those reported in the 2022 EIR for this project prepared by Kimley-Horn. Several factors contribute to this discrepancy, including reduced emission factors for later years, requirement of Tier 4 engines during construction, and updates to the CalEEMod program. Some numbers may not add up precisely due to rounding considerations.

Source: See CalEEMod worksheets in Appendix B-1

As shown therein, construction-related emissions would not exceed SCAQMD thresholds. Therefore, project construction would not 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. Impacts would be less than significant.

## Operational Emissions

Operation of the proposed project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating), off-road sources (i.e., forklifts and yard hoppers) and mobile sources (i.e., vehicle trips to and from the project site). Table 4.3-7 summarizes the project's maximum daily operational emissions by emission source.

**Table 4.3-7 Project Operational Emissions**

| Emission Source            | Maximum Daily Emissions (lbs/day) |                 |            |                 |                  |                   |
|----------------------------|-----------------------------------|-----------------|------------|-----------------|------------------|-------------------|
|                            | VOC                               | NO <sub>x</sub> | CO         | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Area                       | 30                                | <1              | 43         | <1              | <1               | <1                |
| Energy                     | <1                                | 5               | 4          | <1              | <1               | <1                |
| Mobile                     | 3                                 | 16              | 46         | <1              | 16               | 4                 |
| Off-Road                   | 2                                 | 27              | 179        | <1              | <1               | <1                |
| <b>Project Emissions</b>   | <b>34</b>                         | <b>48</b>       | <b>272</b> | <b>&lt;1</b>    | <b>17</b>        | <b>5</b>          |
| SCAQMD Regional Thresholds | 55                                | 55              | 550        | 150             | 150              | 55                |
| <b>Threshold Exceeded?</b> | <b>No</b>                         | <b>No</b>       | <b>No</b>  | <b>No</b>       | <b>No</b>        | <b>No</b>         |

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Notes: Emissions shown herein may differ from those reported in the 2022 EIR for this project prepared by Kimley-Horn. Several factors contribute to this discrepancy, including reduced emission factors for later years, removal of refrigeration as a design feature, changing fleet mixes, and updates to the CalEEMod program. Some numbers may not add up precisely due to rounding considerations.

Source: See CalEEMod worksheets in Appendix B-1

As shown therein, operational emissions would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

In addition, the project would be required to comply with SCAQMD's 2305 Indirect Source Rule for warehouses greater than or equal to 100,000 square feet of indoor floor space which is anticipated to further reduce operational emissions. Rule 2305 establishes the WAIRE Program, which is aimed at reducing emissions either directly from the site or elsewhere in the region. The WAIRE Program implements a points system for warehouse operators based on weighted annual truck trips and warehouse size in order to determine the extent of compliance obligations. Such obligations are met by completing actions off the WAIRE Menu, by implementing an approved Custom WAIRE Plan, or by paying a mitigation fee every year. While there is anticipated to be a reduction in emission from what is presented in the analysis, it is possible that reductions are achieved entirely through mitigation fees or other indirect means. Therefore, the reductions cannot be quantified because the exact measures to be implemented are unknown at this time.

### Mitigation Measures

No mitigation measures would be required.

**Threshold 3:** Would the project expose sensitive receptors to substantial pollutant concentrations?

**Impact AQ-3** EMISSIONS OF CRITERIA AIR POLLUTANTS WOULD NOT EXCEED SCAQMD'S LSTs FOR CONSTRUCTION AND OPERATION. TOXIC AIR CONTAMINANT EMISSIONS WOULD CONTRIBUTE TO FEWER THAN 10 EXCESS CANCER CASES IN ONE MILLION INDIVIDUALS. THEREFORE, THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

### Carbon Monoxide Hotspots

The *Trip Generation Memorandum* prepared by Fehr & Peers (2024) estimated the project would add 1,680 vehicle trips per day. Of these trips, there would be 343 truck trips and 1,337 passenger car trips. Because the project is a warehouse development, project trips were converted into passenger car equivalent (PCE) trips. The project would add 2,201 PCE vehicle trips per day. Of these trips, there would be 864 PCE truck trips and 1,337 passenger car trips. According to the City of Rancho Cucamonga *Traffic Volume Summary* (Rancho Cucamonga 2015), the traffic volumes in 2013 near the project site had an existing traffic volume of 23,500 vehicles per day. A study conducted by SCAQMD observed an intersection at Wilshire Boulevard and Veteran Avenue to have an average daily vehicle trip of 100,000. The concentrations of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. In comparison, monitoring of CO in 2020 recorded a max concentration of 1.7 ppm for 1-hour CO and 1.2 ppm for 8-hour CO in Central San Bernardino Valley. Therefore, the estimated 25,180 vehicle trips per day or 25,701 PCE vehicle trips per day on the corner of 9th Street and Vineyard Avenue would not contribute to exceedance of the State and federal CO standards and impact would be less than significant.

### Localized Significance Thresholds

Sensitive receptors in the project vicinity include single-family residences located north, east, and south of the project site, ranging from 50 to 300 feet from the project site boundary. The project would not include the siting of new sensitive receptors. Localized air quality impacts to sensitive receptors typically result from localized criteria air pollutants and TACs. SCAQMD has developed LSTs to estimate exposure of individuals to criteria pollutants in local communities. Table 4.3-8 and Table 4.3-9 show the estimates of the on-site construction and operational emissions considering the size of the project, the location, and the receptor distance to the nearest sensitive receptor. The project-specific LST threshold in Sensitive Receptor Area (SRA) 32, with allowable emissions for a five-acre project site with a receptor distance of 82 feet. As shown therein, localized construction and operational emissions would not exceed SCAQMD LST thresholds for criteria pollutants. Therefore, project construction and operation would not result in a local air quality impact, and potential impacts would be less than significant.

**Table 4.3-8 Project LST Construction Emissions**

| Year                       | Maximum Daily Emissions (lbs/day) |                 |           |                 |                  |                   |
|----------------------------|-----------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
|                            | VOC                               | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Maximum On-site Emissions  | 54                                | 4               | 35        | <1              | 8                | 4                 |
| SCAQMD LST                 | N/A                               | 270             | 2,193     | N/A             | 16               | 9                 |
| <b>Threshold Exceeded?</b> | <b>N/A</b>                        | <b>No</b>       | <b>No</b> | <b>N/A</b>      | <b>No</b>        | <b>No</b>         |

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Notes: Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips. Emissions shown herein may differ from those reported in the 2022 EIR for this project prepared by Kimley-Horn. Several factors contribute to this discrepancy, reduced emission factors for later years, requirement of Tier 4 engines during construction, and updates to the CalEEMod program. Some numbers may not add up precisely due to rounding considerations.

Source: See CalEEMod worksheets in Appendix B-1

**Table 4.3-9 Project LST Operational Emissions**

| Emission Source            | Maximum Daily Emissions (lbs/day) |                 |           |                 |                  |                   |
|----------------------------|-----------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
|                            | VOC                               | NO <sub>x</sub> | CO        | SO <sub>2</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| Maximum On-site Emissions  | 9                                 | 33              | 226       | <1              | 1                | 1                 |
| SCAQMD LST                 | N/A                               | 270             | 2,193     | N/A             | 4                | 2                 |
| <b>Threshold Exceeded?</b> | <b>N/A</b>                        | <b>No</b>       | <b>No</b> | <b>N/A</b>      | <b>No</b>        | <b>No</b>         |

lbs/day = pounds per day; VOC = volatile organic compounds; NO<sub>x</sub> = nitrogen oxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter with a diameter no more than 10 microns; PM<sub>2.5</sub> = particulate matter with a diameter no more than 2.5 microns; SO<sub>x</sub> = sulfur oxide

Source: See CalEEMod worksheets in Appendix B-1

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. The proposed project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

## Toxic Air Contaminants

Project construction would result in temporary increases in local TAC emissions as a result of DPM generated by heavy-duty construction equipment, and project operation would result in long-term increases in TAC emissions as a result of truck trips to and from the project site. Therefore, a combined Construction and Operational HRA was conducted for this analysis. The proposed project is considered a land use that could generate substantial TAC emissions from trucks, trailers, shipping containers, and other equipment with diesel engines during the operation period. The proposed project would comply with the CARB Air Toxics Control Measure that limits diesel-powered vehicle idling to no more than five minutes at a location. CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* notes that warehouse facilities with over 100 trucks per day can be a source of TACs due to DPM emissions (CARB 2005). According to the Trip Generation Assessment,

the proposed project would generate 343 daily truck trips (see Appendix K-1). To evaluate the potential impacts of TACs emitted during both construction and operation of the warehouses, two stand-alone spreadsheets were used to quantify combined risk from construction and operation. The potential health risks were analyzed in accordance with the SCAQMD's *Risk Assessment Procedures for Rules 1401, 1401.1 and 212* (SCAQMD 2017) and the OEHHA *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015). Construction emissions sources were located on the project site corresponding to grading, paving, and site preparation areas and building construction areas. Operational sources were located on the project site corresponding to the location of truck routes as well as the loading docks and truck parking to estimate concentrations from idling. Sensitive receptors identified for modeling were placed at the location of nearby residential and school land uses within 1,000 feet of the project site. Specific modeling details are included in the Construction and Operational Health Risk Assessment (see Appendix B-2). As shown in the HRA, the maximum exposed individual receptor would be exposed to a 30-year excess cancer risk of approximately 3.06 in one million, which does not exceed SCAQMD's recommended cancer risk criteria of ten excess cases of cancer in one million individuals. In addition, chronic health risk is approximately 0.0033, which does not exceed SCAQMD's hazard index threshold of one (SCAQMD 2019). Therefore, the long-term operation of the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, and the impact would be less than significant.

### **Mitigation Measures**

No mitigation measures would be required.

|                   |                                                                                                                                  |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold:</b> | Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------|

#### **Impact AQ-4      THE PROJECT WOULD NOT INCLUDE ODOR GENERATING USES AND WOULD NOT RESULT IN ODOR EMISSIONS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The SCAQMD *CEQA Air Quality Handbook* identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The proposed project would not include any of the land uses that have been identified by the SCAQMD as odor sources.

During construction-related activities, some odors (not substantial pollutant concentrations) that would be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources and construction odors are temporary and short-term. Therefore, the Project would not create objectionable odors.

### **Mitigation Measures**

No mitigation measures would be required.

#### 4.3.4 Cumulative Impacts

The geographic scope for analyzing cumulative air quality impacts is the SCAB. The SCAB is designated a nonattainment area for the ozone NAAQS and CAAQS, the PM<sub>10</sub> CAAQS, the 24-hour PM<sub>2.5</sub> NAAQS, and annual PM<sub>2.5</sub> NAAQS and CAAQS. The SCAB is in attainment of all other NAAQS and CAAQS. Therefore, cumulative air quality impacts related to particulate matter and ozone are potentially significant.

In accordance with *CEQA Guidelines* Section 15064(h)(3), the SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. If a project's mass regional emissions do not exceed the applicable SCAQMD thresholds, then the project's criteria pollutant emissions would not be cumulatively considerable. The proposed project would contribute emissions of particulate matter and ozone precursors VOC and NO<sub>x</sub> to the area during construction and operation. As described under Impact AQ-2, project emissions during construction and operation would not exceed SCAQMD regional significance thresholds. Therefore, the proposed project's contribution to cumulative air quality impacts related to particulate matter and ozone would not be cumulatively considerable.

As identified under Impacts AQ-3 and AQ-4, the proposed project would not result in a significant impact related to carbon monoxide hotspots, TACs, or odors. Discussion of these impacts considers the cumulative nature of the pollutants in the region; for example, the cancer risk and non-cancer risk thresholds have been set pursuant to existing cancer risks in the area and exceeding those thresholds would be considered a cumulative impact. Because the proposed project would not exceed those thresholds, it would not expose sensitive receptors to a cumulatively considerable amount of substantial pollutant concentrations from carbon monoxide hotspots or TACs or emit a cumulatively considerable quantity of other emissions, such as those leading to odors. Therefore, the project's contribution to cumulative air quality impacts related to these pollutants would not be cumulatively considerable.

## 4.4 Biological Resources

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. This section analyzes the project's potential impacts related to biological resources. This analysis is supported by the Biological Resources Assessment prepared by Rincon Consultants, Inc. (Rincon 2023a), which is included as Appendix C in this EIR.

### 4.4.1 Setting

#### **a. Regional and Local Biological Resource Setting**

The project site is in the County of San Bernardino. The county is divided into three different regions which includes the valley, desert, and mountain regions. Each region supports a variety of biological resources. The valley region, which includes the project site is characterized by its valleys and foothills. This region includes 31 special-status plant species and 42 special-status animal species. The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the valley region. Furthermore, there are 12 protected and wilderness areas within the valley region of the county (County of San Bernardino 2019).

The project site is located within the South Coast geographic subregion of California and is generally flat with an elevation ranging from 1,110 to 1,160 feet above mean sea level. The project site is partially developed and contains a historic building, eroding asphalt, large sediment piles, and remnant gravel. The remaining portion of the project site is heavily disturbed and contains recent signs of discing. The 100-foot project site buffer contains developed land with residential communities and industrial buildings to the north and west, a railroad to the south, and a channelized stream along with a five-lane road to the east. Developed land surrounds the project site on all sides.

#### **Vegetation**

One vegetation community and two land cover types were documented within the project site during the field survey conducted by Rincon on June 8, 2023. Table 4.4-1 lists each vegetation community and land cover type documented and provides their approximate acreage and the percent area covered in the project site. Figure 4.4-1 depicts the locations of each vegetation community and land cover type within the project site. Brief descriptions of the vegetation communities and land cover types are provided in the subsections below and representative photographs are provided in Attachment 1 of Appendix C. No California Department of Fish and Wildlife (CDFW) sensitive natural communities are present in the project site (CDFW 2023).



**Table 4.4-1 Summary of Vegetarian Communities within the Project Site**

| Type                                 | Approximate Acreage | Approximate Percent Area |
|--------------------------------------|---------------------|--------------------------|
| Disturbed                            | 37.75               | 58                       |
| Urban/Developed                      | 25.78               | 39                       |
| Wild Oats and Annual Brome Grassland | 1.94                | 3                        |
| <b>Total</b>                         | <b>65.47</b>        | <b>100%</b>              |

#### *Disturbed*

Disturbed land refers to any land where the native vegetation has been significantly altered by agriculture, construction, or other anthropogenic activities; and the species composition and site conditions are not characteristic of the disturbed phase of a particular vegetation community (e.g., disturbed coastal sage scrub). Disturbed land is typically found in vacant lots, roadsides, material storage areas, or abandoned fields, and is often dominated by non-native species and/or bare ground.

This landcover type covers approximately 37.75 acres of the project site and is found within the previously disced fields within the site. This land cover type generally contains sparse coverage and is dominated by cheat grass (*Bromus tectorum*), short-podded mustard (*Hirschfeldia incana*), rattail fescue (*Festuca myuros*), and slender woolly wild buckwheat (*Eriogonum gracile* var. *gracile*) depending on location.

#### *Urban/Developed*

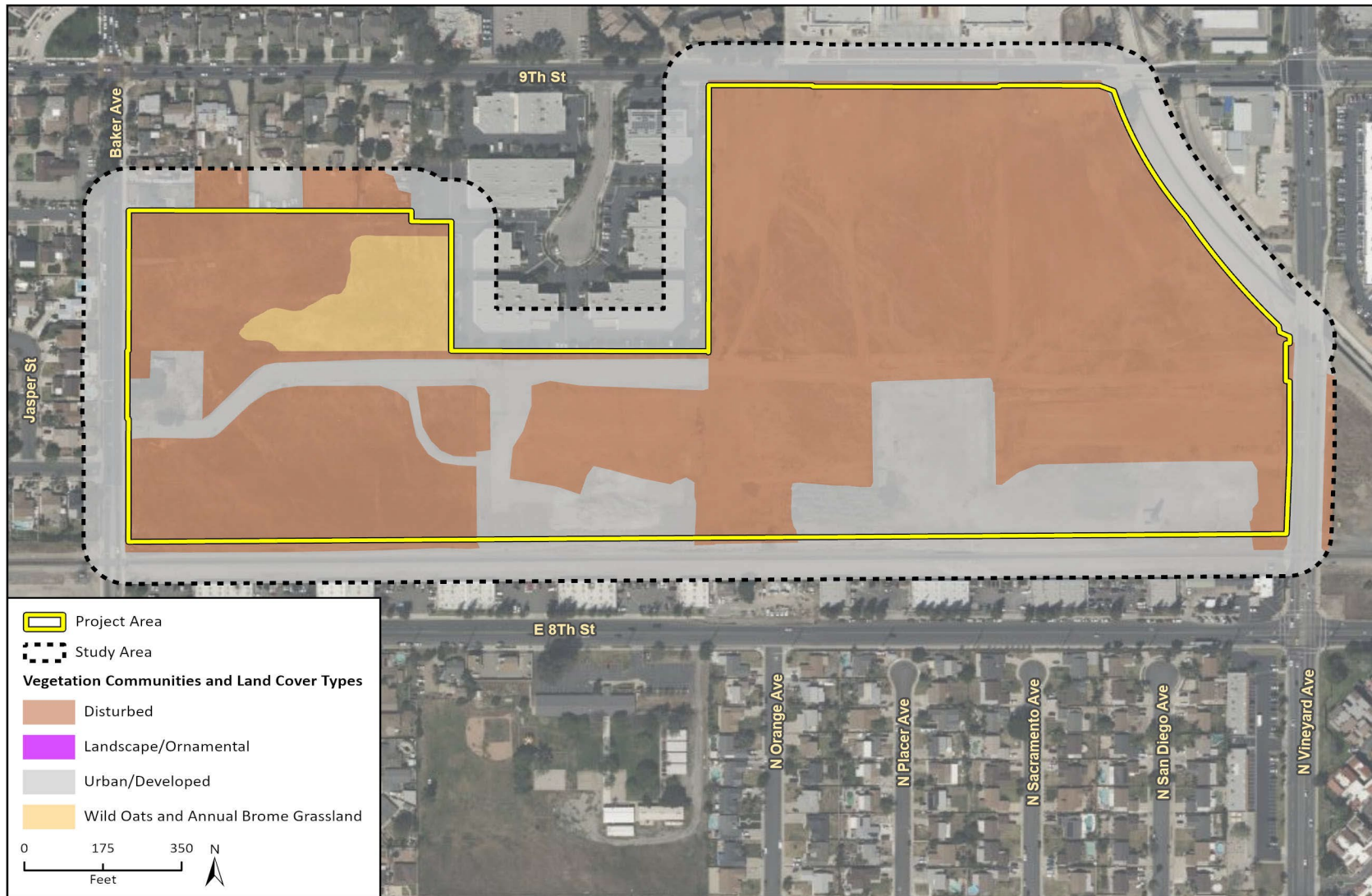
The urban/developed land cover type consists of areas that have been developed or otherwise physically altered to the extent that they no longer support most vegetation. Developed land is characterized by the presence of permanent or semi-permanent structures, gravel lots, pavement, or hardscape. This land cover type may also contain areas that are sparsely vegetated, primarily with ornamental and/or invasive species.

Urban/developed land covers approximately 25.78 acres of the project site and is associated with the residential, industrial, and commercial developments within the 100-foot project site buffer; and the historic building, eroding asphalt roads, gravel lots, and sediment piles in the project area. The groundcover generally contains pavement, asphalt, or modified soils. A trace amount of landscape/ornamental and/or non-native annual herbaceous species are present surrounding these features but do not contain enough cover to constitute their own land cover type. Characteristic trees of this land cover type in the project site include Afghan pine (*Pinus eldarica*), tipu tree (*Tipuana tipu*), Chinese elm (*Ulmus parvifolia*), and jacaranda (*Jacaranda mimosifolia*).

#### *Wild Oats and Annual Brome Grassland*

Wild oats and annual brome grassland is an open-to-dense naturalized vegetation community dominated or codominated by non-native, often invasive, annual grasses (e.g., wild oats [*Avena* spp.], ripgut brome [*Bromus diandrus*], and foxtail barley [*Hordeum murinum*]). This vegetation community is often interspersed with native and non-native forbs. Emergent trees and shrubs may be present but at low cover.

Figure 4.4-1 Vegetation Communities



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19-08856-Bio  
Fig 3 Vegetation

This vegetation community contains intermittent coverage and covers approximately 1.94 acres in a rockier portion of the project site, which does not show signs of being recently disced. The dominant species include ripgut brome, red brome (*Bromus madritensis* ssp. *rubens*), and slender oats (*Avena barbata*). Non-native forbs are common at low cover and most notably included short-podded mustard and telegraph weed (*Heterotheca grandiflora*). This vegetation community is located within the northwestern portion of the site, just west of the industrial development that protrudes into the middle of the project site.

## Wildlife

Common urban and disturbed grassland wildlife species were observed during the 2023 field survey. The most notable and abundant species observed included California ground squirrel (*Otospermophilus beecheyi*), western kingbird (*Tyrannus verticalis*), American crow (*Corvus brachyrhynchos*), and northern mockingbird (*Mimus polyglottos*).

## Special-Status Species

Based on the results of the literature review and field survey, one special-status wildlife species, Cooper's hawk (*Accipiter cooperii*; Species of Special Concern [SSC]), has a high potential to occur in the project site and three special-status wildlife species have a low potential to occur (i.e., burrowing owl [*Athene cunicularia*; SSC], western mastiff bat [*Eumops perotis*; SSC], and western yellow bat [*Lasiurus xanthinus*; SSC]). The remaining 97 special-status species identified during the literature and database review were determined to have no potential to occur within the project site based on a variety of factors: including the lack of suitable habitat, soils, or other required microhabitat conditions, and/or the study area's location in relation to the species' known geographic range and/or elevational range. The three CEQA covered special-status species that have a low potential are not addressed further. A complete list of the special-status species evaluated for this project is provided in Attachment 3 of Appendix C and a more detailed analysis of Cooper's hawk is provided below.

### Cooper's Hawk

Cooper's hawk, a CDFW Watch List (WL) species, occurs year-round throughout most of the continental United States. They are historically forest and woodland birds; however, they are also common in well-vegetated urban areas. They primarily eat birds but are also known to eat mammals and scavenge eggs from nests. They build their nests 25-50 feet high in a variety of tree species that are primarily in flat areas.

The project site is within this species' known geographic range and one of this species' documented habitat types is present within the project site (i.e., urban/developed land). The project site has been previously disturbed and developed with industrial buildings, however such buildings have since been demolished, and the project site is currently vacant. The previously developed land within the project site contains several mature ornamental trees (including eucalyptus trees and conifers) on flat land, which is suitable nesting habitat for this species. Additionally, a robust amount of suitable prey species were observed within the project site. Furthermore, this species was observed during the reconnaissance survey conducted by Rocks Biological Consulting in 2021 (Rocks 2021). Therefore, this species is considered to have a high potential to forage and nest within the project site.

### *Nesting Birds*

The project site contains habitat that can support nesting birds, including raptors, protected under California Fish and Game Code (CFGF) Section 3503 and the Migratory Bird Treaty Act (MBTA) (16 United States Code Sections 703–712). Suitable nesting bird habitat within the project site includes the utility poles, landscape/ornamental trees and shrubs, buildings, and the annual brome and wild oats grassland.

### *Bald and Golden Eagles*

Bald eagles (*Haliaeetus leucocephalus*) and golden eagles (*Aquila chrysaetos*) are protected under the Bald and Golden Eagle Protection Act. Bald eagles are known to nest and forage in areas of large undeveloped habitat surrounding larger riparian or open water areas (e.g., rivers or lakes). Large riparian or aquatic areas are absent from the site; therefore, the project site does not contain suitable habitat for this species and it is not expected to nest or forage within the project site.

Golden eagles nest on open and steep cliff faces on the upper portions of mountainous terrain and forage in large tracts of open terrestrial habitat (e.g., meadows and grasslands). Nesting habitat is absent from the project site and suitable foraging habitat does not occur in the project site. Therefore, this species is not expected to nest or forage within the project site.

## **Critical Habitat**

The project site is not located within any habitat conservation plan areas, and no United States Fish and Wildlife Service (USFWS) or National Marine Fisheries Service critical habitat designations occur within the project site (Rincon 2023a).

## **Jurisdictional Features**

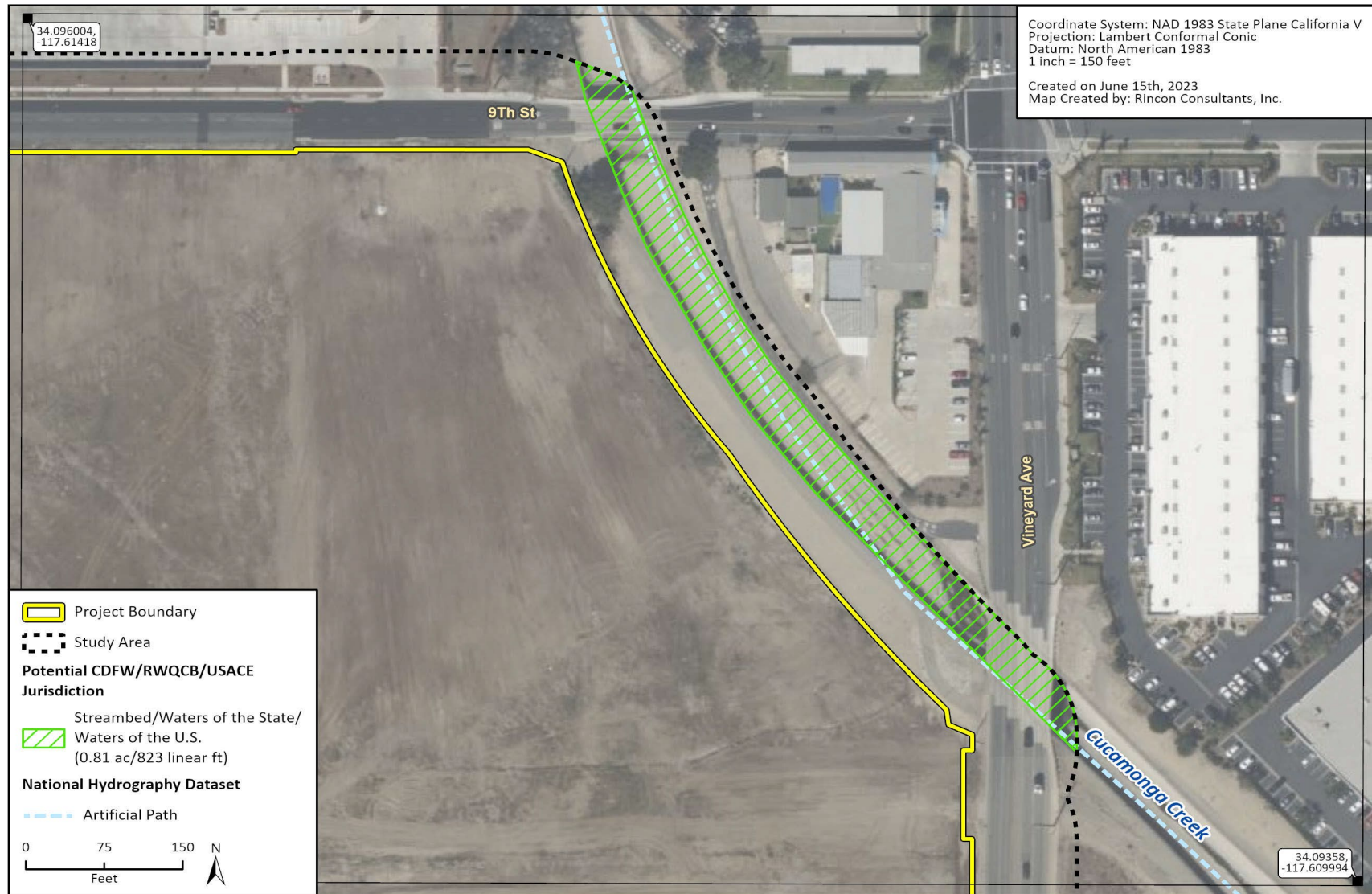
Since Cucamonga Creek is a relatively permanent water (i.e., intermittent stream) and eventually converges with the Santa Ana River, which is a Traditional Navigable Water, the Ordinary High Water Mark (OHWM) channel of the stream will likely be considered a non-wetland water of the United States under the regulation of the United States Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act (CWA). The OHWM channel of the stream would also likely qualify as a non-wetland water of the State, under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) pursuant to the Porter-Cologne Water Quality Control Act and/or Section 401 of the CWA. In addition, Cucamonga Creek would likely qualify as CDFW-jurisdictional streambed and the extent of the top of bank likely falls under CDFW jurisdiction pursuant to Section 1600 et seq. of the CFGF. The locations of the potentially jurisdictional areas are depicted in Figure 4.4-2 and photographs of the potentially jurisdictional feature are included in Attachment 1 of Appendix C.

## **Wildlife Corridors and Linkages**

Wildlife corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.



**Figure 4.4-2 Jurisdictional Resources**



Imagery provided by Microsoft Bing and its licensors © 2023.  
Additional data provided by U.S. Geological Survey National Hydrography Dataset, 2023.

19-08856 B10  
Fig 4.1D

The habitats in the linkage do not necessarily need to be the same as the habitats that are being linked. Rather, the linkage merely needs to contain sufficient cover and forage to allow temporary inhabitation by ground-dwelling species. Typically, habitat linkages are contiguous strips of natural areas, though dense plantings of landscape vegetation can be used by certain disturbance-tolerant species. Depending upon the species using a corridor, specific physical resources (e.g., rock outcroppings, vernal pools, or oak trees) may need to be in the habitat link at certain intervals to allow slower-moving species to traverse the link. For highly mobile or aerial species, habitat linkages may be discontinuous patches of suitable resources spaced sufficiently close together to permit travel along a route in a short period of time.

The project site is completely fenced off and is surrounded by urban/developed land in all directions. The portion of Cucamonga Creek bordering the project site is completely channelized, does not support a riparian corridor, and likely experiences high velocity flows during rain events due to its channelized nature and, therefore, is not likely to support wildlife movement. The emergent ornamental trees scattered throughout the urban/developed land and surrounding the historic building within the project site could be used by birds migrating through the area or during local movement or regional migration. The project site is not located within any known regional wildlife movement corridors.

## 4.4.2 Regulatory Setting

### a. Federal Regulations

#### **Federal Endangered Species Act**

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

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

#### **Migratory Bird Treaty Act**

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

## **Rivers and Harbors Appropriation Act of 1899**

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

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

## **Clean Water Act**

Pursuant to Section 404 of the CWA (33 USC Section 1251 et seq.), the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the United States (including wetlands), which includes those waters listed in 33 CFR 328.3 (as amended at 85 Federal Register [FR] 22250, April 21, 2020). The USACE, with oversight from the United States Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 permits. The USACE would require a Standard Individual Permit (SIP) for more than minimal impacts to waters of the United States as determined by the USACE. Projects with minimal individual and cumulative adverse effects on the environment may meet the conditions of an existing Nationwide Permit.

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

The National Pollutant Discharge Elimination System is the permitting program for discharge of pollutants into surface waters of the United States under Section 402 of the CWA.

### **b. State Regulations**

## **California Endangered Species Act**

The California Endangered Species Act of 1984 (CESA), in combination with the California Native Plant Protection Act of 1977 (NPPA; CFGC Section 1900 et seq.), regulates the listing and take of plant and animal species designated as endangered, threatened, or rare within the state. California also lists SSC based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. CESA defines an endangered species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.” CESA defines a threatened species as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as

rare on or before January 1, 1985 is a threatened species.” Candidate species are defined as “a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the Commission has published a notice of proposed regulation to add the species to either list.” Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the California Fish and Game Commission. Unlike FESA, CESA does not list invertebrate species.

Sections 2080 through 2085 of CESA address the take of threatened, endangered, or candidate species by stating “no person shall import into this state, export out of this state, or take, possess, purchase, or sell within this state, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.” Under CESA, “take” is defined as to “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Exceptions authorized by the state to allow “take” require permits or memoranda of understanding and can be authorized for endangered species, threatened species, or candidate species for scientific, educational, or management purposes and for take incidental to otherwise lawful activities. CFGC Sections 1901 and 1913 provide that notification is required prior to disturbance. CDFW is responsible for assessing development projects for their potential to impact listed species and their habitats. State-listed special-status species are addressed through the issuance of a 2081 permit (Memorandum of Understanding).

### **Natural Community Conservation Planning Act**

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

### **California Fish and Game Code Sections 1600-1602**

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



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

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

## **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The SWRCB was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis.

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

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

### **c. Local Regulations**

#### **County of San Bernardino Land Use Services, Planning Division**

According to the County's Biotic Resources Overlay Map the project site is located within the County of San Bernardino's Burrowing Owl Overlay Zone. The burrowing owl is listed as an SSC by CDFW.

#### **Rancho Cucamonga General Plan**

The Resource Conservation chapter of the Rancho Cucamonga General Plan guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including, but not limited to paleontological resources. Goals and policies that relate to geologic hazards and would apply to the project include the following:

**Goal RC-2 Water Resources.** Reliable, readily available, and sustainable water supplies for the community and natural environment.

**Policy RC-2.3 Riparian Resources.** Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.

**Goal RC-3 Habitat Conservation.** Wildlife habitats that support various plants, mammals, and other wildlife species.

**Policy RC-3.4 Landscape Design.** Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.

**Policy RC-3.6 Grading and Vegetation Removal.** Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.

## **Rancho Cucamonga Municipal Code**

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

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

### **4.4.3 Impact Analysis**

#### **a. Significance Thresholds**

Impacts to biological resources may be considered less than significant where their effects have little or no importance to a given habitat. In accordance with Appendix G of the *CEQA Guidelines*, the project would have a significant impact on biological resources if it would:

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

#### **b. Methodology**

Prior to visiting the project site, Rincon reviewed project plans, the previous biological technical report conducted for this project (Rocks 2021), aerial imagery, publicly available literature, and

agency databases, such as the California Native Plant Society Online Inventory of Rare and Endangered Plants, USFWS Information for Planning and Consultation, and USFWS and National Marine Fisheries Services Critical Habitat Portals. These resources were reviewed to gain context of the biological resources within the project site and to identify special-status species that have been previously documented in the region.

To aid in characterizing the nature and extent of jurisdictional waters potentially occurring within the project site, Rincon reviewed the most recent Guasti, California United States Geological Survey 7.5-minute topographic quadrangle map, United States Department of Agriculture, Natural Resources Conservation Service Web Soil Survey, National Wetlands Inventory, National Hydrography Dataset, and State Soils Data Access Hydric Soils List.

A field reconnaissance survey was conducted on foot by Rincon on June 8, 2023. The field survey was conducted to characterize the existing conditions within the project site and to investigate the presence, or potential presence, of special-status plant and wildlife species, sensitive plant communities, jurisdictional waters and wetlands, wildlife migration and movement corridors, and nesting bird habitat (regulated biological resources). All plant and animal species observed during the survey were documented and all regulated biological resources observed were photographed and recorded using a submeter-accurate global positioning system unit. Weather conditions during the survey included temperatures ranging between 60 to 65 degrees Fahrenheit, winds between one to five miles per hour, and partly overcast skies.

### **c. Project Design Features**

General requirements for biological resources that shall be followed by construction personnel are listed below and shall be included in the construction plans.

- The contractor shall clearly delineate the remediation limits, staging areas, and access points and prohibit any construction-related traffic outside of these boundaries.
- All food-related trash items, such as wrappers, cans, bottles, and food scraps generated during proposed project construction, shall be disposed of in closed containers only and removed from the workspace.
- Best management practices (BMPs) shall be implemented throughout project construction and shall include, but not be limited to, erosion and sediment controls to minimize erosion during construction. BMPs shall be implemented for the duration of the project until disturbed areas have been stabilized by long-term erosion control measures.
- Materials shall be stored at least 100 feet from waterways, as feasible, or equipment will utilize secondary containment.
- Construction materials and spoils shall be protected from stormwater runoff using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls, covers, sand/gravel bags, and straw bale barriers, as appropriate.
- Vegetation trimming shall be limited to the maximum extent feasible.
- Any substances that could be hazardous to wildlife resulting from project-related activities shall be prevented from contaminating the soil and/or entering waterways.

## d. Project Impacts

**Threshold 1:** Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW and USFWS?

**Impact BIO-1** IMPLEMENTATION OF THE PROJECT COULD RESULT IN DIRECT OR INDIRECT IMPACTS TO COOPER'S HAWK AND NESTING BIRDS THROUGH REMOVAL OF GROUND COVER AND HABITAT, AND FROM CONSTRUCTION DURING THE BREEDING SEASON. HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION MEASURE BIO-1 INCORPORATED.

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### Special-Status Plants and Sensitive Natural Communities

Based on the results of the literature review and field survey, no special-status plant species or sensitive natural communities were observed on-site (Rincon 2023a). Therefore, no special-status plant species or sensitive natural communities would be impacted by project implementation.

### Special-Status Wildlife Species

#### *Cooper's Hawk*

Cooper's hawk is a highly mobile species and foraging individuals are not anticipated to be impacted due to the project. However, project-related impacts to Cooper's hawk could occur if they are nesting within the project site during project initiation and abandon their nest due to construction, or some other project-related disturbance. Potential impacts to Cooper's hawk would be avoided or reduced through the implementation of Mitigation Measure BIO-1. As described in Mitigation Measure BIO-1, to avoid disturbance of nesting birds, including special-status species and birds protected by the MBTA and CFGC Section 3503, project activities shall occur outside of the breeding season for migratory birds, if feasible. If construction occurs during the breeding season, then a pre-construction nesting bird survey shall be conducted.

#### *Nesting Birds*

The project site contains suitable habitat for nesting birds. If construction activities are scheduled to occur during the avian nesting season (typically February 1 to September 1) and an active nest is present within the vicinity of the project site, impacts to nesting birds could occur through disturbance of breeding behavior or nest abandonment. Potential impacts to nesting birds would be avoided or reduced through the implementation of Mitigation Measure BIO-1.

### Mitigation Measure

#### *BIO-1 Nesting Bird Avoidance*

To avoid disturbance of nesting birds, including special-status species and birds protected by the MBTA and CFGC Section 3503, project activities shall occur outside of the breeding season for migratory birds (generally February 1 through September 1), if feasible.

If construction occurs during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to the initiation of project activities. The nesting bird pre-construction survey shall be conducted on foot inside the project site and include a 300-foot

buffer for raptors and a 100-foot buffer for all other species. The survey shall be conducted by a qualified biologist who is familiar with the identification of avian species known to occur in Southern California. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land use outside of the workspace) shall be determined and demarcated by the biologist with construction fencing, flagging, or other means to mark the boundary. The buffer shall be maintained until the birds have fledged the nest and are foraging on their own. Intrusion into the buffer may only be conducted at the discretion of the biologist.

### Significance After Mitigation

Mitigation Measure BIO-1 would reduce potential impacts to special-status species to less than significant levels by avoiding impacts to Cooper's Hawk and nesting birds in accordance with the guidelines in the MBTA. Impacts would be less than significant with implementation of mitigation.

|                     |                                                                                                                                                                                                                                            |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> | Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW and USFWS?                                |
| <b>Threshold 3:</b> | Would the project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? |

**Impact BIO-2** THE PROJECT WOULD AVOID ANY IMPACTS TO CUCAMONGA CREEK, WHICH IS APPROXIMATELY 45 FEET FROM THE PROJECT SITE. THE PROJECT SITE DOES NOT CONTAIN STATE OR FEDERALLY REGULATED WATERS, CRITICAL HABITAT, SENSITIVE NATURAL COMMUNITIES, OR PROTECTED WETLAND. THEREFORE, NO IMPACT WOULD OCCUR.

According to the field survey conducted by Rincon in June 2023, no sensitive natural communities were observed. Additionally, the project site is not located within a federally designated Critical Habitat. The potential limits of Cucamonga Creeks jurisdiction are located approximately 45 feet from the project site boundary. Cucamonga Creek would likely qualify as a CDFW-jurisdictional streambed and the extent of the top of bank likely falls under CDFW jurisdiction pursuant to Section 1600 et seq. of the CFGC. However, the project would avoid any impact to Cucamonga Creek. No other potentially jurisdictional aquatic features are located within the project site; therefore, potentially jurisdictional waters are not anticipated to be impacted by the project. In addition, the OHWM channel of the stream would likely be considered a non-wetland water of the United States and State under the regulation of the USACE pursuant to Section 404 of the CWA and the Santa Ana RWQCB pursuant to the Porter-Cologne Water Quality Control Act and/or Section 401 of the CWA, respectively. In summary, implementation of the project would not impact riparian habitat, wetlands, or any sensitive natural community. No impact would occur.

### Mitigation Measure

No impact would occur; therefore, mitigation is not required.

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

**Impact BIO-3 THE PROJECT SITE DOES NOT SUPPORT LOCAL OR REGIONAL TERRESTRIAL WILDLIFE MOVEMENT, AND DEVELOPMENT OF THE PROJECT WOULD NOT HINDER NORMAL ACTIVITIES OF WILDLIFE. POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The project site likely does not support local or regional terrestrial wildlife movement. The various emergent ornamental trees scattered throughout the project site may support small-scale local avian movement or regional avian migration. However, large scale tree removals are not anticipated as a part of the project, and landscape/ornamental vegetation is anticipated to be planted surrounding the industrial buildings, parking spaces, and driveways as a part of the project. The portion of Cucamonga Creek bordering the project site is completely channelized, does not support a riparian corridor, and likely experiences high velocity flows during rain events due to its channelized nature and, therefore, is not likely to support wildlife movement. Additionally, the project site is currently fenced, and development of the project would not introduce new barriers to movement of resident or migratory wildlife species. Given the urbanized setting within Rancho Cucamonga, the project would also not likely result in the introduction of any new anthropogenic factors (light, fencing, noise, human presence and/or domestic animals), which could hinder the normal activities of wildlife. Therefore, potential impacts on wildlife movement are less than significant.

### **Mitigation Measure**

Potential impacts would be less than significant; therefore, mitigation is not required.

**Threshold 5:** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**Impact BIO-4 THE PROJECT WOULD NOT CONFLICT WITH LOCAL POLICIES AND ORDINANCES PROTECTING BIOLOGICAL RESOURCES SUCH AS TREES. NO IMPACTS WOULD OCCUR.**

According to RCMC Section 17.80, heritage trees shall be protected from indiscriminate cutting or removal and compliance with Section 17.16.080, including an approved Tree Removal Permit, is required to remove heritage trees. Several larger mature trees are located surrounding the historic building in the western portion of the project site. It is possible that at least one, or all, of these trees would be considered a heritage tree according to RCMC Section 17.80, above. Additionally, heritage trees may be located within the 100-foot project site buffer. However, as shown in Figure 4.4-1, the project site is mainly characterized as disturbed (approximately 37.75 acres), which refers to land where the native vegetation has been significantly altered by agriculture, construction, or other anthropogenic activities; and urban/developed (approximately 25.78 acres), which consists of areas that have been developed or otherwise physically altered to the extent that no longer support most vegetation. The remaining approximately 1.94 acres are characterized as wild oats and annual brome grassland, which is dominated by non-native, often invasive, annual grasses. Based on the existing vegetation communities within the project site, the proposed project would not significantly impact any other biological resource and no trees would be removed under the proposed project. . Therefore, no impact to protected trees would occur.

## Mitigation Measure

No impact would occur. Therefore, mitigation is not required.

**Threshold 6:** Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?

**Impact BIO-5 THE PROJECT SITE IS NOT LOCATED WITHIN AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. NO IMPACT WOULD OCCUR.**

According to the project's Biological Resources Assessment (Appendix C), the project site is not located within any habitat conservation plan (Rincon 2023a). In addition, according to Figure RC-1, *Conservation Areas*, of Rancho Cucamonga's General Plan, the project site is not located within a conservation area (Rancho Cucamonga 2021a). Therefore, implementation of the project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. No impact would occur.

## Mitigation Measure

No impact would occur. Therefore, mitigation is not required.

### 4.4.4 Cumulative Impacts

Planned and pending projects in Rancho Cucamonga and surrounding areas are listed in Table 3-1 in Section 3, *Environmental Setting*, and include residential, industrial, and mixed-use land uses. The project, in conjunction with other planned and pending projects in the project site vicinity, would cumulatively increase the potential to impact biological resources. In the event that biological resources are encountered, each individual project would be required to comply with the applicable regulatory requirements and mitigate any potential impacts to resources on the individual project site.

The following factors are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the project vicinity
- The loss of sensitive habitats and species
- The contribution of the project to urban expansion into natural areas
- Isolation of open space in the vicinity by proposed/future projects

Potential impacts of the project would be reduced to a less-than-significant level due to implementation of Mitigation Measure BIO-1 that would address potential impacts to migratory and nesting birds, in addition to Cooper's hawk. Compliance with CEQA requirements by individual projects, including the implementation of recommendations provided in project-specific biological resources studies, on all new development would ensure that impacts are addressed and mitigated to the extent feasible. In the event that biological resources are encountered, each individual project would be required to comply with the applicable regulatory requirements to determine and

mitigate any potential impacts to the extent feasible. Such recommendations may include nesting bird surveys, preconstruction surveys, avoidance measures and/or other measures determined to be necessary based on the situation. In addition, all projects located within a habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan would be required to adhere to that plan. Therefore, cumulative impacts related to biological resources would be less than significant.



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## 4.5 Cultural Resources

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. The entitlements include a Certificate of Appropriateness for the rehabilitation of the Baker House, as well as a Development Agreement that includes the rehabilitation plans for conversion of the Baker House into a City-owned community center for the benefit of the residents of the City of Rancho Cucamonga.

This section of the Draft EIR identifies and analyzes proposed project's potential impacts related to cultural resources, including historical and archeological resources as well as human remains. The analysis in this section is based primarily on the following five cultural resource studies:

1. *Cultural Resource Study Findings Memorandum for the 9th and Vineyard Development Project* prepared by ASM Affiliates on April 30, 2020 (ASM Affiliates 2020; Appendix D-1)
2. *Archaeological Resource Validation Memorandum for the 9th and Vineyard Development Project* prepared by Curt Duke on May 14, 2020 (Duke 2020; Appendix D-2)
3. *Historic Resource Assessment* prepared by Kathryn McGee on April 26, 2019 and revised June 23, 2021 (McGee 2021a; Appendix D-3)
4. *Historical Resources Impacts Analysis for CEQA Review* prepared by Kathryn McGee on June 1, 2021 (McGee 2021b; Appendix D-4)
5. *Historical Resources Impacts Assessment for the 9th and Vineyard Project in Rancho Cucamonga, California* prepared by Rincon Consultants in 2023 (Appendix D-5)

### 4.5.1 Setting

Rancho Cucamonga is located approximately 40 miles east of the City of Los Angeles, situated at the foothills of the San Gabriel Mountains. The project site lies at the southern boundary of Rancho Cucamonga where it meets the City of Ontario. The project site is essentially flat, exhibiting a gentle slope from the northwest to the southeast, from approximately 1,150 feet to 1,120 feet above mean sea level. The topography and soils are reflective of the area's original geologic setting, which was an alluvial floodplain. The project site is highly urbanized and is partially bordered to the east by Cucamonga Creek, a now concrete-lined stormwater drainage channel; Cucamonga Creek originates in the San Gabriel Mountains to the north of the site and flows roughly south into the Santa Ana River at the Prado Dam.

### Indigenous History

The context included herein is derived from ASM Affiliates (ASM Affiliates 2020), which is included in confidential Appendix D-1 of this EIR. Archaeological investigations in San Bernardino County and elsewhere in Southern California have documented a diverse range of pre-contact era human occupations, extending from the terminal Pleistocene to the time of European contact.

### *Paleoindian (pre-6000 B.C.)*

Artifacts from the Paleoindian period include large stemmed projectile points, high proportions of finished stone tools, stone tool manufacturing of all stages, and relatively small proportions of ground stone tools. These tools suggest a reliance on hunting rather than gathering. In general, hunting-related tools were more common during this period and were replaced by processing tools during the early Holocene.

### *Milling Stone Horizon (6000 B.C.-750 A.D.)*

The Milling Stone Horizon is characterized by the presence of hand stones, milling stones, choppers, and scrapers. These tools are thought to be associated with seed gathering and processing and limited hunting activities. The artifacts from this period show a major shift in the use of natural resources.

### *Late Prehistoric Horizon (A.D. 750-1750)*

Like much of Southern California, the horizon in the general project area is characterized by the presence of small projectile points associated with the use of bow and arrow. Steatite containers, asphaltum items, mortars and pestles, and bedrock mortars are also common artifacts.

See Section 4.17, *Tribal Cultural Resources*, for ethnohistoric and ethnographic context.

## **Post-Contact Setting**

The context included herein is excerpted from McGee (2021a), included in Appendix D-3 of this EIR.

### *City of Rancho Cucamonga*

#### **CONTEXT: EARLY SETTLEMENT (1811-1876)**

Since the early settlement era, the City of Rancho Cucamonga has been a center of land development opportunity since Franciscan priests and Spanish soldiers entered and began their occupation of the area in the late 18th century. The name “Cucamonga,” a Shoshone word for “sandy place,” first appeared in a written record of the San Gabriel Mission dated 1811. As a result of the secularization of the missions in 1831, the land owned by the missions was divided into land grants, including the 13,000-acre Rancho Cucamonga, granted to Los Angeles City Council president and businessman Tiburcio Tapia in 1839. Rancho Cucamonga was defined by El Camino Real on its southern border, the San Gabriel Mountains to the north, the San Antonio Creek to the west and present-day Etiwanda Avenue to the east. Tapia built his home on the top of the visually prominent Red Hill, planted some of Rancho Cucamonga’s first vineyards, and built a small winery, which would later be enlarged and reestablished as the Thomas Winery in 1933 and then again as the Filippi Vineyards winery in 1967. Portions of the historic winery buildings, located at the northeast corner of Foothill Boulevard and Vineyard Avenue, are currently being reused for commercial purposes.

Upon the death of Tapia in 1845, Tapia’s daughter, Maria Merced Tapia de Prudhomme, became the sole heir of the Rancho Cucamonga. Maria Merced’s husband, Leon Victor Prudhomme, assumed control of the rancho and eventually sold it to John Rains in 1858. Rains significantly expanded the vineyards, planting approximately 125,000 to 150,000 vines. He was found murdered in 1862 and soon after his death, his widow, Doña Maria Merced Williams de Rains, inherited the ranch property. She encountered financial problems and the property fell

into foreclosure, ultimately marking the close of the rancho way of life in the Cucamonga region.

### **CONTEXT: RAILROAD AND AGRICULTURE DEVELOPMENT (1887-1970)**

Construction of railroads through the Cucamonga Valley allowed for tremendous growth of the local agriculture industry, the success of land sales, and subsequent development of the towns of Cucamonga (including the North Town neighborhood), Alta Loma and Etiwanda. Similar to other Southern California boomtowns, construction of railroads through the region created a rapid increase in local development, enabling both people and goods to move in and out of Rancho Cucamonga at what was for the time an unprecedented speed, which dramatically increased agricultural production and sales. From the early 1900s to the 1950s, the northern portion of the City's landscape consisted of mostly citrus groves while the southern portion was dominated by vineyards.

### **CONTEXT: POSTWAR DEVELOPMENT (1945-1977)**

Following World War II, Rancho Cucamonga's landscape began to shift from a rural to suburban environment, reflecting the nation-wide trend toward decentralization of the City. Driven by rapid highway construction, increasing automobile ownership, availability of modern building technologies, and the Baby Boom, the postwar period brought about an increase in housing demand and rising land values, spawning development of tract housing and light industry in Rancho Cucamonga on land previously used for agriculture. After World War II and prior to incorporation in 1977, the City "experienced uncontrolled growth." It ultimately became a sprawling suburb, with tract housing, neighborhood-scale shopping centers, office parks, and surface parking proliferating throughout the City, aiming to meet the needs of nearby residents while accommodating automobiles. Underscoring the dramatic increase in local development occurring postwar, in 1979, prominent local developer Lewis Homes (founded 1955 by Ralph and Goldy Lewis), announced sales of 533 single-family Inland Empire homes in the first nine months of the year, not including sales of commercial and multi-family developments.

Historic aerial photographs of the City indicate that postwar tract housing was frequently inserted into plots of land formerly used for agriculture. Many such tracts represent the curvilinear residential suburb model that had become the nationwide standard for neighborhood design by the late 1940s. Characterized by curving streets as opposed to an orthogonal grid, this model was ideally interspersed with neighborhood parks, landscaping, and trails, with a small handful of housing models repeated throughout the tract. Standardization and large-scale production of housing stock allowed many homes to be built quickly and at a low cost, meeting the postwar demand for veteran housing and accommodations to meet the needs of the continually growing population. As lands once occupied by agricultural uses were needed to accommodate this new pattern of development, the citrus groves and vineyards that had once characterized rural local landscape in Rancho Cucamonga eventually gave way almost entirely to suburbanization. Rising land values, coupled with pressure from realtors to sell land for residential development made it increasingly difficult for farmers to continue using their land for agriculture when it was worth more developed with housing.

While a survey of all postwar housing in Rancho Cucamonga has yet to be performed, the City is home to several early postwar tracts, some of which retain a strong sense of time and place and as such should be considered for their historic significance as an intact grouping of postwar homes. For example, the housing tract located northwest of the historic town center of

Cucamonga, bounded by Hellman Avenue to east and San Bernardino Road to the South, centering on Selma Avenue, Harvard Street and Montara Avenue appears to be a relatively intact example of postwar tract housing, with the majority of the houses in the tract organized along curvilinear streets culminating in cul-de-sacs, retaining original Swiss Chalet architectural features, street set-backs, and general sense of time and place as a collection of early postwar housing. Although tract housing was not beginning to be developed on a large scale in Rancho Cucamonga until the 1950s, development of housing tracts on local agricultural lands was sparked as early as 1942, when Kaiser Steel Mill began operations in nearby Fontana. Initially producing steel to aid the war effort, Kaiser Steel Mill was the ninth largest steel production facility in the country by the late 1950s, employing 7,700 workers at its peak in production. This new industry helped spark regional growth, necessitating an increase in local housing stock for steel mill workers. Farmers received pressure to sell agricultural land from realtors who wanted to develop land for much needed steel mill worker housing. Kaiser Community Homes, one of the many successful enterprises started by Henry J. Kaiser, developed many postwar housing tracts in the Inland Empire and nationwide. In 1946, Henry Kaiser announced that his company would build more than 10,000 low-cost homes throughout the nation, beginning in Southern California and working towards the East Coast.

While competition from imported steel suppliers and stricter air quality regulations gradually crippled Kaiser Steel Mill's business, closing operations in the 1980s, availability of low-cost land throughout the Inland Empire continued to attract development to the area. By 1995, the Inland Empire had become an attractive location for large warehouse construction, with large-scale "big box" retailers such as Home Depot and Wal-Mart setting up warehouses and distribution centers throughout the area at a much cheaper rate than would have been available in Los Angeles. Warehouses for manufacturing and metal fabrication also proliferated throughout the region, further enhancing need for large quantities of affordable housing in Rancho Cucamonga, although the majority of warehouses were constructed in Mira Loma, Rialto and Fontana.

Also important in influencing postwar suburbanization in Rancho Cucamonga was increasing employment and transportation options offered by expansion of the nearby Ontario International Airport (originally Ontario Airport). In 1942 the United States government allocated Works Progress Administration funding to improve the existing dirt runway at the Ontario Airport to two paved runways for Army and Army Air Corps operations. At the close of the war in 1945, airport operations lessened for a time, although the airport became Ontario International Airport in 1946. In 1949, airlines began offering regular passenger service into and out of the airport. Beginning in 1951, military operations at the airport resumed, using the airport for California Air National Guard operations for the Korean War. Various airport improvements and runway extensions took place through 1962. Airport traffic increased steadily over the years and in 1998 new terminals opened. By 2000, the airport had 6.7 million annual passengers, generating more than 55,000 jobs in the region.

#### *Context: Consolidation and Incorporation (1977-2010)*

Encouraged by the initial boom in land values and development, Rancho Cucamonga colonists began discussing the possibility of incorporating the three towns of Cucamonga, Alta Loma and Etiwanda as early as 1887. Despite attempts at consolidation over the years, it was not until much later that this dream was realized. The City of Rancho Cucamonga was finally incorporated in 1977, consolidating Cucamonga, Alta Loma, and Etiwanda into one municipality, reaching a milestone sought after by local residents for nearly one hundred years. Incorporation halted the uncontrolled growth that had been occurring in the area and provided numerous other benefits,

including increased park and recreation opportunities, improvements to existing neighborhoods, construction of new neighborhoods, and advances in local economic development. The three historic towns became part of the larger whole, providing opportunities for growth and improvement but also absorbing the character of each town center. As a result, the City had before it the opportunity to plan for the benefit of the City at-large while also continuing to recognize the historic communities from which it came.

### *Folk Architecture*

Folk Architecture is a subset of vernacular architecture and refers to buildings designed without the work of a trained architect, often constructed with found, salvaged, or locally available materials, and sometimes incorporating artwork into the design. Folk Architecture is by nature common, perhaps only known to locals, and may not always be considered important by historians focused on the “high art.” Nevertheless, as early as 1964, the significance of this form of building was recognized by the Museum of Modern Art in an exhibit publication entitled, *Architecture Without Architects: An Introduction to Non-Pedigreed Architecture*, in which Bernard Rudofsky underscores the difficulty with evaluation of the style:

“It is so little known that we don’t even have a name for it. For want of a generic label, we shall call it vernacular, anonymous, spontaneous, indigenous, rural, as the case may be. Unfortunately, our view of the total picture of anonymous architecture is distorted by a shortage of documents, visual and otherwise.”

In the post-World War II period, there was a resurgence of American arts and crafts in general, due to multiple factors, such as the massive expansion of colleges and arts programs; the consumerism of the postwar era, which supported the rise of crafts; and the growth of imports in the 1960s allowing folk crafts from other countries to become available, resulting in a worldwide approach to evaluating crafts. The Pomona Valley became an important center for the arts during this time period, providing “the perfect storm of proximity, isolation and college-town community,” allowing for the success of local artists. The establishment of arts programs at local colleges engendered the growth of the local arts community which focused on handcrafted arts, in opposition to the post-World War II mass production and consumption of goods that had become prevalent across the country at the time. Internationally renowned woodworker Sam Maloof (1916-2009) established his woodworking business in Rancho Cucamonga during this time and made his home an important gathering place for local artists of the Pomona Valley, stimulating growth of that community.

## **Archaeological Resources**

In April 2020, ASM Affiliates prepared a *Cultural Resource Study Findings Memorandum for the 9th and Vineyard Development Project* identifying any archaeological resources within the project site (ASM Affiliates 2020). As part of the study, a record search at the South Central Coastal Information Center (SCCIC) identified 48 previous cultural resources studies have been conducted and 46 cultural resources that have been previously recorded within a one-mile radius of the project site. One extant resource remains within the project which is the residential building at 8803 Baker Avenue (Refer to *Table 2, Previously Documented Resources within the 1-mile Records Search Radius* within Appendix D-1). This resource was found to be significant and is integrated within the project design, as shown in *Exhibit 3.3 - Master Site Plan* for the proposed project prepared by HPA Architecture (HPA Architecture 2022).

The study also conducted a Sacred Lands File Search through the Native American Heritage Commission (NAHC). Please refer to Section 4.17, *Tribal Cultural Resources*, for information regarding the NAHC results.

In 2020, ASM Affiliates also conducted a pedestrian field survey of all accessible portions of the project site. The survey identified no evidence of either prehistoric or historical archaeological materials (ASM Affiliates 2020).

### **Historical Building/8803 Baker Avenue**

The historical resources documentation prepared for the project determined the extant building within the project site at 8803 Baker Avenue (Baker House) is eligible for listing in the California Register of Historical Resources (CRHR) and for local designation as a City of Rancho Cucamonga Historic Landmark under Criterion 3/3, as an important and rare example of local Folk Architecture (McGee 2021a). Due to its CRHR and local register eligibility, the property is considered a historical resource pursuant to CEQA. The property's period of significance is 1952-1953, and exhibits the following character-defining features, or those that convey its significance:

- Exterior
  - One-story scale and massing of residence
  - Primary façade of residence oriented south, positioned along street
  - Exterior walls of residence made of concrete rubble
  - West elevation chimney made of concrete rubble
  - East elevation outdoor fireplace made of brick and concrete rubble
  - Flat roof structure made of telephone poles and wood boards
  - Full front porch with simple concrete structure, accessed by steps
  - Pattern of door and window openings and concrete slip sills (where extant)
  - Low curved walls located west of residence bordering front yard
  - Low brick pillars that were once components of the front yard fence
- Site Features
  - Low curved walls located west of house bordering front yard
  - Low brick pillars that were once components of the front yard
- Interior
  - Configuration of public spaces, including kitchen, hallway, living room
  - Living room fireplace on west wall, with integrated concrete and stone and brick work
  - Telephone pole and wood ceilings where they occur throughout

## **4.5.2 Regulatory Setting**

### **a. Federal and State Regulations**

#### **California Environmental Quality Act**

California Public Resources Code (PRC) Section 21804.1 requires lead agencies determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC

Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in the CRHR, a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or cultural significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (*CEQA Guidelines* Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (*CEQA Guidelines* Section 15064.5[b][2][A]).

Section 15126.4 of the *CEQA Guidelines* stipulates an EIR shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project that is found to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards) is considered to be mitigated below a level of significance (*CEQA Guidelines* Section 15126.4 [b][1]).

### **National Register of Historic Places**

Although the project does not have a federal nexus, properties that are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture that are present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

- Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Is associated with the lives of persons significant in our past
- Criterion C:** Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together,



define historic integrity. To retain integrity, a property must possess several, if not all, of the following seven qualities:

|                     |                                                                                                                                                                   |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Location:</b>    | The place where the historic property was constructed or the place where the historic event occurred                                                              |
| <b>Design:</b>      | The combination of elements that create the form, plan, space, structure, and style of a property                                                                 |
| <b>Setting:</b>     | The physical environment of a historic property                                                                                                                   |
| <b>Materials:</b>   | The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property |
| <b>Workmanship:</b> | The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory                                            |
| <b>Feeling:</b>     | A property's expression of the aesthetic or historic sense of a particular period of time                                                                         |
| <b>Association:</b> | The direct link between an important historic event or person and a historic property                                                                             |

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

## California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and 4852. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (PRC Section 5024.1[a]). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for State use in order to include a range of historical resources that better reflect the history of California (PRC Section 5024.1[b]). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2006). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2006). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

A property is eligible for listing in the CRHR if it meets one of more of the following criteria:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past

**Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values

**Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

### **Compliance with the Standards**

For the purposes of CEQA, impacts to a historical resource are considered mitigated below a level of significance when the project conforms to the SOI Standards (*CEQA Guidelines* Section 15126.4 [b][1]). The goal of the SOI Standards is to preserve the historic materials and distinctive character of a historical resource. Character-defining features are the tangible, visual elements of a building—including its setting, shape, materials, construction, interior spaces, and details—that collectively create its historic identity and conveys its historic significance.

The SOI Standards establish professional standards and provide advice on the preservation and protection of historic properties and make broad-brush recommendations for maintaining, repairing, replacing historic materials, and designing new additions or making alterations. They cannot be used, in and of themselves, to make essential decisions about which features of a historic property should be saved and which might be changed. Rather, once an appropriate treatment is selected, the SOI Standards provide philosophical consistency to the work. There are SOI Standards for four distinct but interrelated approaches to the treatment of historic properties: preservation, rehabilitation, restoration, and reconstruction.

The proposed project includes rehabilitation of the Baker House, which has been deemed a historically significant building. According to the SOI Standards, rehabilitation is deemed appropriate “when repair and replacement of deteriorated features are necessary, when alterations or additions to the property are planned for a new or continued use, and when its depiction at a particular period of time is not appropriate, rehabilitation may be considered as a treatment.” The following lists the SOI Standards for Rehabilitation, which are most applicable of the SOI Standards to the proposed project:

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

### **California Health and Safety Code**

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined if the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.

### **California Public Resources Code Section 5097.98**

PRC Section 5097.98 states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant [MLD]) that it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

### **b. Local Regulations**

#### **PlanRC 2040, City of Rancho Cucamonga General Plan Update**

##### *Resource Conservation Chapter*

The Resource Conservation Chapter of the City of Rancho Cucamonga General Plan provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including tribal cultural resources.

**Goal RC-4 Cultural Resources.** A community rich with historic and cultural resources.

**Policy RC-4.1 Disturbance of Human Remains.** In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.

**Policy RC-4.2 Discovery of Human Remains.** Require that any human remains discovered during implementation of public and private projects within the City be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

## **City of Rancho Cucamonga Historic Preservation Ordinance**

The City of Rancho Cucamonga Historic Preservation Ordinance (Ordinance Number 848) was adopted by City Council in 2011 and allows the City Council to designate Historic Landmarks, Points of Historic Interest, and Historic Districts as described below (Rancho Cucamonga 2011).

### *Designation Criteria for Historic Landmark*

- A. The [City] Council may designate a property as a Historic Landmark if it meets the requirements of both paragraphs B and C of this Section.
- B. Historic Landmarks must meet at least one of the following:
  - 1. It is or was once associated with events that have made significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
  - 2. It is or was once associated with persons important to local, California, or national history.
  - 3. It embodies the distinctive characteristic of a type, period, or method of construction.
  - 4. It represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction.
  - 5. It has yielded or has the potential to yield information important to the prehistory or history of the local area, California, or the nation.
- C. Historic Landmarks must retain integrity from their period of significance with respect to its location, design, setting, materials, workmanship, feeling, association, or any combination of these factors. A proposed landmark need not retain all such original aspects, but must retain sufficient integrity to convey its historic, cultural, or architectural significance. Neither the deferred maintenance of a proposed landmark nor its depilated condition shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to particular characteristics that support the property's eligibility.

### *Designation Criteria for Points of Historic Interest*

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

### 4.5.3 Impact Analysis

#### a. Significance Thresholds

If a project may cause a substantial adverse change in the characteristics of a resource that conveys its significance or justify its eligibility for inclusion in the CRHR or a local register, either through demolition, destruction, relocation, alteration, or other means, then the project would have a significant effect on the environment according to *CEQA Guidelines* Section 15064.5(b). Impacts would be significant if the project would:

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

#### b. Methodology

Threshold 1 broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, analysis under Threshold 1 has been limited to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold 2.

Direct impacts can be assessed by identifying the types and locations of proposed development, determining the exact locations of cultural resources within the project area, assessing the significance of the resources that may be affected, and determining the appropriate mitigation. Removal, demolition, or alteration of historical resources can permanently impact the historic fabric of an archaeological site, structure, or historic district.

The State Legislature, in enacting the CRHR, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse. A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (*CEQA Guidelines* Section 150645[b]). A substantial adverse change in the significance of a historical resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired (*CEQA Guidelines* Section 150645[b][1]).

The *CEQA Guidelines* further state that “[t]he significance of an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in the California Register ... local register of historic resources... or its identification in an historic resources survey.” As such, the test for determining whether the project will have a significant impact on identified historical resources is whether it will materially impair physical integrity of the historic resource such that it could no longer be listed in the CRHR or a local landmark program.

### c. Project Impacts

|                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? |
|----------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact CUL-1 THE PROJECT INVOLVES CONSTRUCTION OF THREE WAREHOUSE BUILDINGS AND REHABILITATION OF THE BAKER HOUSE, A HISTORICALLY SIGNIFICANT BUILDING. WITH IMPLEMENTATION OF MITIGATION MEASURES, POTENTIAL IMPACTS TO HISTORICAL RESOURCES WOULD BE LESS THAN SIGNIFICANT.**

There is one historical resource present within the project site, the Baker House. The construction of three warehouses within the project site would not result in the material impairment of the Baker House resulting from alterations to its setting. The current setting of the Baker House consists primarily of undeveloped open space; the building is immediately surrounded by shrubs and a few mature trees, which would remain on the site. The proposed warehouse buildings appear sufficiently set back from the Baker House such that they would not significantly alter its current setting. Additionally, as a historical resource that is significant for its architecture, the setting of the Baker House is not essential to the resource's ability to convey its significance. Rather the building conveys its significance via its character-defining features, none of which would be altered by the construction of the warehouses. Additionally, the proposed warehouses would be differentiated from the Baker House by featuring contemporary designs and materials. As recommended in the SOI Standards, the contemporary design and materials of the proposed warehouse buildings would prevent the project from creating a false sense of historical development.

The project plans currently include conceptual designs for the rehabilitation of the Baker House, which are presented in the *Baker Community Center Conceptual Design Package* (Conceptual Design Package) (Attachment D of Appendix D-5), prepared by Page & Turnbull in October 2021. The rehabilitation plans for the Baker House are included as part of the entitlement application for the proposed project through the request for a Certificate of Appropriateness (CofA) and the Development Agreement. The Development Agreement includes the rehabilitation plans for conversion of the Baker House into a City-owned community center for the benefit of the residents of the City of Rancho Cucamonga, and the CofA requires that the final conceptual design be reviewed by the Historic Preservation Commission and final approval is provided by the Planning Director. The Conceptual Design Package includes three proposed concepts (Concept 1, Concept 2, and Concept 3) for the rehabilitation of the Baker House into a community center. Each concept consists of a proposed interior layout including the following elements: a kitchen, office, great room, restroom, and accessible restroom. Each concept also includes a proposed site plan for the area immediately surrounding the Baker House that integrates the following elements not historically or currently present within the project site: playground, community garden, outdoor event space, and parking.

Generally, a project that is found to comply with the SOI Standards is considered to be mitigated below a level of significance in accordance with CEQA. The SOI Standards for Rehabilitation, which is most applicable to the proposed project, allow for the alteration of a historical resource to make possible a compatible use while preserving those portions or features that convey its historical, cultural, or architectural values (Grimmer 2017).

The configuration of the residence's interior spaces, including the kitchen, hallway, and living room, were identified in the 2021 HRA as character-defining (McGee 2021a). All three of the concepts propose rearrangement of these interior spaces to create a more open floor plan appropriate for the residence's proposed use as a community center. As previously noted, the SOI Standards allow

for flexibility in terms of alterations, in particular those necessary to facilitate the continued use of a resource. If alterations are implemented as sensitively as possible, it is possible for the project to comply with the SOI Standards despite the rearrangement of the residence's interior spaces. For example, this would include the retention of the residence's other interior character-defining features such as telephone pole rafters, wood ceilings, and the living room fireplace.

None of the concepts propose the alteration of the character-defining features of the residence's exterior or its site, for example its massing or concrete rubble walls. Rather, implementation of the concepts would primarily result in the incorporation of several new elements, for example, incorporation of a playground and community garden into the area surrounding the residence to support its new use as a community center. As its character-defining features would not be altered, this portion of the project appears in compliance with the SOI Standards as presented in all three concepts and none would result in the material impairment of the exterior of the Baker House.

Despite conceptual compliance with the SOI Standards, the current concepts are still in their preliminary stages and will be further refined. Accordingly, they do not provide detailed treatment methods for those character-defining features that would be affected or dictate replacement materials or finishes that may need repair or replacement. Therefore, Mitigation Measure CUL-1, Standards Rehabilitation Review, shall be implemented to ensure that the project remains in compliance with the SOI Standards as it progresses through the design and construction phases. The final design concept will also need to be reviewed and approved by the Historic Preservation Commission and the Planning Director for approval of the CofA. Additionally, to reduce potential impacts to historical resources that have the potential to occur as a result of the Baker House's vacancy during construction, Mitigation Measure CUL-2, Mothballing Plan, shall be implemented. In addition, as the proposed project includes a change in use for the Baker House, which would result in its material alteration, Mitigation Measure CUL-3, Interpretive Display, shall be implemented to further reduce impacts to the greatest extent feasible.

An analysis of potential impacts resulting from construction-related groundborne vibration associated with the project is presented in Section 4.13, *Noise*. For the purposes of the analysis of the potential of construction related vibration to significantly impact the Baker House, impacts would be considered significant if they would result in physical damage. According to the vibration analysis, impacts resulting from construction-related vibration associated with the project would be less than significant for all buildings located over 37 feet from proposed construction activities. Accordingly, although unlikely, construction related activities have the potential to result in physical damage defined as minor cosmetic (i.e., non-structural) damage to the Baker House. Potential impacts to the Baker House as a result of construction vibration would be mitigated to less than significant with implementation of Mitigation Measure NOI-3, Construction Vibration, the details of which are included in Section 4.13-14, *Noise*, of this EIR, and no additional mitigation measures are necessary to reduce potential impacts to historical resources as a result of construction related vibration.

## **Mitigation Measures**

### *CUL-1 Standards Rehabilitation Review*

The project team shall retain a qualified professional who meets the Secretary of the Interior's Professional Qualifications Standards in historic architecture or architectural history and possesses a minimum of five years of experience in historic preservation. The input from a historic professional shall take place early and often in the design process, from conceptual and schematic phases

through design development. The qualified professional shall rely on the 2021 McGee report in regard to the identification and preservation of character-defining features. The qualified professional shall consult with the project design team and provide recommendations as needed to ensure compliance with the SOI Standards. Recommendations shall be integrated into the design as it progresses, prior to the review under the Certificate of Appropriateness process. The qualified professional shall review the rehabilitation plans at the 65% and 90% phase and provide recommendations as needed. Prior to the issuance of grading permits, the qualified professional shall prepare an SOI Standards Project Review Memorandum to document the rehabilitation's compliance with the SOI Standards. This memorandum shall be submitted to the City of Rancho Cucamonga for review and acceptance under the Certificate of Appropriateness process.

#### *CUL-2 Mothballing Plan*

Prior to the issuance of grading permits, a qualified professional who meets the Secretary of the Interior's Professional Qualifications Standards in historic architecture or architectural history shall develop a Mothballing Plan for the Baker House to prepare the site for a sustained period of vacancy and minimize harm to the building. The Mothballing Plan shall require protective fencing around the building and periodic checks to confirm the building is secure and stabilized. The Mothballing Plan shall follow guidance outlined in the NPS-prepared *Preservation Brief 31: Mothballing Historic Buildings*. This plan shall be submitted to the City of Rancho Cucamonga for review and acceptance under the Certificate of Appropriateness process.

#### *CUL-3 Interpretive Display*

A historic preservation professional qualified who meets the Secretary of the Interior's Professional Qualifications Standards shall be selected to prepare an on-site interpretive display to be located near the historic building. The interpretive display shall include a brief history of the Baker House and its significance within the community. The plan for the interpretive display shall be submitted to the City of Rancho Cucamonga for review and acceptance under the Certificate of Appropriateness process. The interpretive display shall be installed within one year of the completion of the rehabilitation.

### **Significance After Mitigation**

With implementation of Mitigation Measures CUL-1 through CUL-3 and NOI-3, impacts to historical resources would be less than significant.

**Threshold 2:** Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

**Impact CUL-2 GRADING AND EXCAVATION ASSOCIATED WITH THE PROPOSED PROJECT WOULD HAVE THE POTENTIAL TO UNEARTH AND DISTURB PREVIOUSLY UNIDENTIFIED OR UNKNOWN ARCHAEOLOGICAL RESOURCES. WITH IMPLEMENTATION OF MITIGATION MEASURE CUL-4, POTENTIAL IMPACTS TO ARCHAEOLOGICAL RESOURCES WOULD BE LESS THAN SIGNIFICANT.**

No archaeological resources were identified within the project site based on the records search results with a one-mile radius, the assessment of historical imagery, and the pedestrian survey. Background research indicates the project site has been heavily disturbed due to the construction of seven buildings, a cell tower, other associated structures, and landscaping, which are all no longer extant except the Baker House.



Given the negative results of the records search for prehistoric and historic archaeological resources and the level of previous disturbance, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation for utilities), especially if those activities occur in less-disturbed buried sediments. Therefore, the project must adhere to the following mitigation measures.

## Mitigation Measures

### *CUL-4 Unanticipated Discovery of Archaeological Resources*

In the event that archaeological resources are encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If the find is of Native American origin, then a Native American representative shall also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery is eligible for the CRHR and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to cultural resources. The City, and stakeholders when appropriate, shall review and approve the treatment plan and archeological testing as appropriate.

## Significance After Mitigation

By implementing Mitigation Measure CUL-4, the City would evaluate and protect or treat significant archaeological resources if encountered during construction, resulting in a less than significant impact.

**Threshold 3:** Would the project disturb any human remains, including those interred outside of formal cemeteries?

**IMPACT CUL-3 GRADING AND EXCAVATION REQUIRED FOR THE PROPOSED PROJECT WOULD HAVE THE POTENTIAL TO UNEARTH AND DISTURB PREVIOUSLY UNIDENTIFIED OR UNKNOWN HUMAN REMAINS. UPON COMPLIANCE WITH EXISTING REGULATIONS PERTAINING TO DISCOVERY OF HUMAN REMAINS, POTENTIAL IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

No human remains are known to be present within or near the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the City shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, impacts would be less than significant.

## **Mitigation Measures**

Impacts would be less than significant; no mitigation measures are required.

### **4.5.4 Cumulative Impacts**

The proposed project, in conjunction with other nearby past, present, and reasonably foreseeable probable future projects in the region could adversely impact cultural resources. Cumulative development in the region would continue to disturb areas with the potential to contain historical resources, archaeological resources, and human remains. For other developments that would have significant impacts on cultural resources, similar conditions and mitigation measures described herein would be imposed on those other developments consistent with the requirements of CEQA, along with requirements to comply with all applicable laws and regulations governing said resources.

The proposed project, in conjunction with cumulative projects in the vicinity of the project site, has the potential to result in significant cumulative impacts to historical resources, unknown archaeological resources, and human remains. However, the proposed project would implement Mitigation Measures CUL-1, CUL-2, CUL 3, NOI-3, and CUL-4 to reduce or minimize the potential impacts to historical resources and unknown archaeological resources. These mitigation measures ensure that the Baker House would be rehabilitated in compliance with the SOI Standards and identify the steps to be taken if unanticipated cultural resources are encountered. Similarly, cumulative projects are reviewed separately by the appropriate jurisdiction and undergo environmental review when it is determined that the potential for significant impacts exists. In the event that future cumulative projects would result in impacts to cultural resources, impacts to such resources would be addressed on a case-by-case basis, and would likely be subject to mitigation measures similar to those imposed for the proposed project. As such, cumulative impacts would be less than significant with mitigation. After implementation of Mitigation Measures CUL-1, CUL-2, CUL-3, NOI-3, and CUL-4, the proposed project's contribution would not be cumulatively considerable.

The proposed project and cumulative projects would involve ground disturbing activities which could encounter human remains. If human remains are found, the proposed project and cumulative projects would be required to comply with the State of California Health and Safety Code Section 7050.5, as described in Impact CUL-3, above. With adherence to existing regulations relating to human remains, cumulative impacts would be less than significant and the proposed project's impacts would not be cumulatively considerable.

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## 4.6 Energy

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

This section describes existing energy resources in the project area and addresses the potential for implementation of the proposed project to result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation and conflict with or obstruct an applicable plan for renewable energy or energy efficiency. The analysis in this section is based upon energy modeling outputs that are included in Appendix E.

### 4.6.1 Setting

#### **Energy Fundamentals**

Energy is generally transmitted either in the form of electricity, measured in kilowatts (kW) or megawatts (MW); natural gas, measured in British thermal units (BTU), cubic feet, or therms; or fuel (such as gasoline or diesel), measured in gallons or liters. Electricity is used primarily for lighting, appliances, cooking purposes, heating, ventilation, and air conditioning equipment, and other uses associated with building and vehicle operations. Electricity sources range from renewable (e.g., hydroelectric, solar, wind, geothermal, biomass) to nonrenewable (e.g., natural gas, oil, nuclear, coal). Natural gas is used primarily for space and water heating as well as cooking purposes and industrial processes. Natural gas is typically associated with building operations. Fuel is used primarily for powering on-road and off-road vehicles and equipment. Typical fuel types are diesel and gasoline.

#### **Electricity Generation, Distribution, and Use**

In 2022, California's in-state electricity generation totaled 203,257 gigawatt-hours (GWh) (California Energy Commission [CEC] 2023a). Primary fuel sources for the State's electricity generation in 2021 included natural gas, solar photovoltaic, nuclear, wind, hydroelectric, and geothermal. According to the CEC, California's electricity sector is becoming increasingly reliant on solar, with more than 40,000 GWh of electricity produced by photovoltaic systems in 2022 (CEC 2023b). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles.

In 2018, Senate Bill (SB) 100 accelerated the State's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Electricity and natural gas service would be provided to the project by Southern California Edison (SCE) and Southern California Gas (SoCalGas), respectively. In 2022, SCE's power mix consisted of 33.2 percent renewable resources (biomass, geothermal, small hydroelectric, solar, and wind), 24.7 percent natural gas, 8.3 percent nuclear, 3.4 percent large hydroelectric facilities, and 30.3 percent unspecified power (i.e., electricity that has been purchased

through open market transactions and is not traceable to a specific generation source) (CEC 2023c). SoCalGas customers consumed a total of 5,026 million therms of natural gas in 2022. Residential users accounted for approximately 44 percent of SoCalGas' natural gas consumption. Industrial and commercial users accounted for another 32 percent and 19 percent of consumption, respectively. The remainder was used for agriculture, water pumping, mining, and construction activities (CEC 2023d).

Table 4.6-1 summarizes the electricity and natural gas consumption for San Bernardino County, in which the project site would be located, and for SCE and SoCalGas, as compared to statewide consumption.

**Table 4.6-1 2022 Electricity and Natural Gas Consumption**

| Energy Type                      | San Bernardino County | Provider            | California | Proportion of Provider Consumption | Proportion of Statewide Consumption <sup>1</sup> |
|----------------------------------|-----------------------|---------------------|------------|------------------------------------|--------------------------------------------------|
| Electricity (GWh)                | 16,630                | 85,870 <sup>2</sup> | 287,826    | 19.4%                              | 5.8%                                             |
| Natural Gas (millions of therms) | 562                   | 5,026 <sup>3</sup>  | 11,711     | 11.2%                              | 4.8%                                             |

GWh = gigawatt-hours

<sup>1</sup> For reference, the population of San Bernardino County (2,182,056 persons) is approximately 5.6 percent of the population of California (38,940,231 persons) (California Department of Finance 2023).

<sup>2</sup>Electricity provided by SCE

<sup>3</sup>Natural Gas provided by SoCalGas

Source: CEC 2023d; CEC 2023f; CEC 2023g; CEC 2023h

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2022). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 13.6 billion gallons sold in 2022 (CEC 2023e). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 2.3 billion gallons sold in 2022 (CEC 2023e). Table 4.6-2 summarizes the petroleum fuel consumption for San Bernardino County, in which the project site would be located, as compared to statewide consumption.

**Table 4.6-2 2022 Annual Gasoline and Diesel Consumption**

| Fuel Type | San Bernardino County (millions of gallons) | California (millions of gallons) | Proportion of Statewide Consumption <sup>1</sup> |
|-----------|---------------------------------------------|----------------------------------|--------------------------------------------------|
| Gasoline  | 915                                         | 13,640                           | 6.7%                                             |
| Diesel    | 258                                         | 2,290                            | 11.3%                                            |

<sup>1</sup> For reference, the population of San Bernardino County (2,182,056 persons) is approximately 5.6 percent of the population of California (38,940,231 persons) (California Department of Finance 2023).

Source: CEC 2023e

## Natural Gas Distribution and Use

According to the California Public Utilities Commission (CPUC), natural gas from out-of-state production basins is delivered into California via the interstate natural gas pipeline system. The major interstate pipelines that deliver out-of-state natural gas to California gas utilities are the Gas Transmission Northwest Pipeline, Kern River Pipeline, Transwestern Pipeline, El Paso Pipeline, Ruby

Pipeline, Mojave Pipeline, and Tuscarora (CPUC 2022). Because natural gas is a dispatchable energy resource that provides load when the availability of hydroelectric power generation and/or other energy sources decreases, distribution varies greatly from year to year. The availability and distribution of hydroelectric-sourced energy, increasing renewable-source energy, and overall consumer demand shape the need for natural gas. In 2022, total California natural gas demand for industrial, residential, commercial, and electric power generation was 11,711 million therms per year.

## 4.6.2 Regulatory Setting

Additional regulatory information related to energy efficiency standards is included throughout the other resource sections including Section 4.18, *Utilities and Service Systems*, which includes a discussion of water use efficiency standards, solid waste standards, and wastewater standards; Section 4.3, *Air Quality*, which includes a discussion of air quality-related regulations; and Section 4.8, *Greenhouse Gas Emissions*, which includes a discussion of greenhouse gas (GHG)-related regulations.

### **Federal**

#### *Construction Equipment Fuel Efficiency Standard*

The United States Environmental Protection Agency (USEPA) sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower (hp) and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 hp and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068 (originally adopted in 69 Federal Register 38958 [June 29, 2004], and most recently updated in 2014 [79 Federal Register 46356]). Emissions requirements for new off-road Tier 4 vehicles were phased in by the end of 2015.

#### *Energy Independence and Security Act*

The Energy Independence and Security Act of 2007 was designed to improve vehicle fuel economy and help reduce nationwide dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil, and confronting global climate change. Specifically, it increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard by requiring fuel producers to use at least 36 billion gallons of biofuel in 2022 and reduces U.S. demand for oil by setting a national fuel economy standard of 35 mpg by 2020. The Act also sets energy efficiency standards for lighting (specifically light bulbs) and appliances. The proposed project would be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 United States Code Section 17001 et seq.

#### U.S. Executive Order 13693 (Energy Independence and Security Act Expansion)

In March 2015, Executive Order (EO) 13693 *Planning for Federal Sustainability in the Next Decade* was signed into action. The goal of this EO is to expand on the Energy Independence and Security Act of 2007 and maintain federal leadership in sustainability and GHG emission reductions. The EO includes the following goals related to energy:

- 25 percent reduction in energy use intensity (as compared to 2015 baseline)

- 30 percent of electricity supply from renewable energy by 2025
- 25 percent of total building energy (electric and alternative energy) from renewable energy by 2025

### *Energy Star Program*

In 1992, the USEPA introduced Energy Star® as a voluntary labeling program designed to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specification for maximum energy use established under the program are certified to display the Energy Star® label. In 1996, the USEPA joined with the United States Department of Energy to expand the program, which now also includes qualifying commercial and industrial buildings as well as homes.

## **State**

### *California Energy Action Plan*

The CEC, in collaboration with CPUC, is responsible for preparing the California Energy Action Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and maintenance of a healthy economy. The 2003 Energy Action Plan calls for the State to assist in transformation of the transportation system to improve air quality, reduce congestion, and increase efficient use of fuel supplies with the least environmental and energy costs. The Energy Action Plan identifies strategies, such as assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, and encourages urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access. In the 2005 Energy Action Plan, the CEC and CPUC updated the energy policy vision by adding dimensions to the policy areas, such as information on the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the 2005 Energy Action Plan in 2008 that supplements the earlier Energy Action Plans and examines the State's ongoing actions in the context of global climate change.

### *California Code of Regulations Title 24 (California Building Code)*

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations (CCR) requires California homes and businesses to meet strong energy efficiency and sustainability measures, thereby lowering their energy consumption. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code), Part 12 (Referenced Standards Code). The California Building Code (CBC) is applicable to all development in California (Health and Safety Code Sections 17950 and 18938[b]).

The regulations receive input from members of industry, as well as the public, with the goal of "[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy" (Public Resources Code [PRC] Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]).

## **PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS**

CCR Title 24 Part 6 is the Building Energy Efficiency Standards. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings to reduce California's energy demand. The Building Energy Efficiency Standards is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

In 2021, the CEC updated Title 24 standards with more stringent requirements that became effective January 1, 2023. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided these standards exceed those provided in Title 24.

The 2022 update to the Building Energy Efficiency Standards under Title 24 applies to buildings for which an application for a building permit is submitted on or after January 1, 2023. The updated standards mainly established electric-ready requirements when natural gas is installed, expanded solar photovoltaic and battery storage standards, and strengthened ventilation standards to improve indoor air quality (CEC 2021).

## **PART 11 – CALIFORNIA GREEN BUILDING STANDARDS**

The California Green Building Standards Code, commonly referred to as "CALGreen" originally went into effect on August 1, 2009, and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. CALGreen requires installations of 1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen update primarily includes new requirements for the inclusion of electric vehicle charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

### *Senate Bills 350 and 100*

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. This act also requires doubling of the energy efficiency in existing buildings by 2030.



Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, last updated by SB 350. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045.

#### *Assembly Bill 1493*

Assembly Bill 1493 (Chapter 200, Statutes of 2002), known as the Pavley Bill, amended Health and Safety Code Sections 42823 and added 43018.5, requiring the California Air Resources Board (CARB) to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

#### *Assembly Bill 1007*

Assembly Bill 1007 (Chapter 371, Statutes of 2005) required the CEC to prepare a statewide plan to increase the use of alternative fuels in California. In 2007, the CEC prepared and adopted the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other federal, State, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative non-petroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuels use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

#### *CARB In-Use On-Road and Off-Road Diesel Rules*

The CARB In-Use On-Road and Off-Road Diesel Rules impose limits on idling, restrict the addition of older vehicles, and require the retirement or replacement of older engines depending on their fleet size category. This policy indirectly impacts energy consumption. More specifically, CARB is also charged with developing air pollution control regulations based upon the best available control measures and implementing every feasible control measure under the State and Federal Clean Air Act (Health and Safety Code Sections 39602.5, 39667, 43013[a, h], 43018, 40600, 40601, 40612[a][2] and [c][1][A]). Pursuant to these directives, stringent emission standards were adopted in 2004 for off-road construction equipment (i.e., "Tier 4" standards) (40 Code of Federal Regulations Parts 1039, 1065, and 1068; Title 13 CCR Section 2025). CARB also adopted emission standards for on-road heavy duty diesel vehicles (i.e., haul trucks) (13 CCR Section 1956.8). These haul truck regulations mandate fleet turnover to ensure that nearly all on-road diesel trucks would have 2010 model year engines or equivalent (i.e., Tier 4) by January 1, 2023.

#### *California Advanced Clean Trucks Program*

In June 2020, CARB approved the Advanced Clean Trucks regulation, which requires manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. In addition, the regulation requires company and fleet reporting for large employers and fleet owners with 50 or more trucks. By 2045, all new trucks sold in California must be zero-emission. Implementation of

this regulation would reduce consumption of nonrenewable transportation fuels as trucks transition to alternative fuel sources.

#### *CARB Advanced Clean Cars Plan*

The CARB Advanced Clean Cars Plan coordinates regulation of smog-causing pollutants and GHG emissions through developing more stringent emissions standards for vehicles and improving the number of zero-emission vehicles on the roadways. This policy indirectly impacts energy consumption.

#### *Executive Order B-48-18*

On January 26, 2018, Governor Jerry Brown signed EO B-48-18, requiring all State entities to work with the private sector to have at least five million zero-emission vehicles (ZEVs) on the road by 2030 as well as to install 200 hydrogen fueling stations and 250,000 electric vehicle (EV) charging stations by 2025. The EO specifies that 10,000 of the EV charging stations should be direct current fast chargers. This EO also requires all State entities to continue to partner with local and regional governments to streamline the installation of ZEV infrastructure. The Governor's Office of Business and Economic Development is required to publish a Plug-in Charging Station Design Guidebook and update the 2015 Hydrogen Station Permitting Guidebook to aid in these efforts. All State entities are required to participate in updating the 2016 ZEV Action Plan, along with the 2018 ZEV Action Plan Priorities Update, which includes and extends the 2016 ZEV Action Plan (Governor's Interagency Working Group on Zero-Emission Vehicles 2016 and 2018), to help expand private investment in ZEV infrastructure with a focus on serving low-income and disadvantaged communities.

#### *Executive Order N-79-20*

Governor Gavin Newsom signed EO N-79-20 in September 2020, which sets a statewide goal that 100 percent of all new passenger car and truck sales in the State will be zero-emissions by 2035. It also sets goals for 100 percent of statewide new sales of medium- and heavy-duty vehicles to be zero emissions by 2045, where feasible, and for all new sales of drayage trucks to be zero emissions by 2035. Additionally, the EO targets 100 percent of new off-road vehicle sales in the State to be zero emission by 2035. CARB is responsible for implementing the new vehicle sales regulation.

### **Regional and Local**

#### *Plan RC 2040, City of Rancho Cucamonga General Plan Update*

#### **RESOURCE CONSERVATION CHAPTER**

The City of Rancho Cucamonga General Plan (Plan RC 2040) contains several goals and policies aimed at energy efficiency and reducing energy consumption (Rancho Cucamonga 2021a). The following overarching resource conservation goal serves to guide and direct long-term planning in Rancho Cucamonga:

**RC-6.2 Renewable Energy.** Encourage renewable energy installations and facilitate green technology and business.

**RC-6.3 Reduce Energy Consumption.** Encourage a reduction in community-wide energy consumption.

**RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.

**RC-6.11 Climate-Appropriate Building Types.** Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.

**RC-6.12 Reduced Water Supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

**RC-7.2 New EV Charging.** Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.

**RC-7.7 Sustainable Design.** Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.

**RC-7.10 Alternative Energy.** Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.

### 4.6.3 Impact Analysis

#### a. Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, an energy-related impact would be considered significant if the project would result in one or more of the following conditions:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

#### b. Methodology

The approach to analysis of energy impacts is based on PRC Section 21100(b)(3), which states an EIR shall include “mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.” Guidance for implementing this section is provided in *CEQA Guidelines* Appendix F (Energy Conservation). *CEQA Guidelines* Section 15126.2(b) further explains, “This [energy] analysis may be included in related analyses of air quality, GHG emissions, transportation or utilities in the discretion of the lead agency.” Consistent with that approach, additional discussion of the physical environmental impacts associated with production of energy is also included in the other resource sections of this EIR included but not limited to Section 4.3, *Air Quality*, Section 4.8, *Greenhouse Gas Emissions*, Section 4.17, *Transportation*, and Section 4.19, *Utilities and Service Systems*. Energy consumption associated with construction and operation of the proposed project was calculated with regard to stationary and mobile energy demand. The input data and energy demand estimates related to the proposed project are discussed below.

### *Construction Energy Consumption*

Energy demand for off-road construction equipment is based on anticipated equipment, usage hours, horsepower, load factors, and construction phase duration provided in the CalEEMod output files, the methodology for which is detailed in Section 4.3, *Air Quality*. Fuel consumption is calculated based on compression-ignition engine brake-specific fuel consumption factors in *Exhaust and Crankcase Emission Factors for Nonroad Compression Ignition Engines* (USEPA 2018).

Construction energy demand also considers diesel fuel consumption associated with vendor/hauling truck trips and gasoline fuel consumption associated with worker trips to and from construction sites. Pursuant to guidance from the United States Department of Transportation (USDOT), hauling, vendor, and worker trip fuel consumption considers anticipated daily trips, default trip lengths, and average fuel efficiency values obtained from the Bureau of Transportation Statistics (USDOT 2018).

### *Operational Energy Consumption*

Assumptions included in the calculation of operational energy consumption are provided in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*. As discussed therein, the default CalEEMod rates for energy usage for the “Unrefrigerated Warehouse” and “General Office Building” land uses were utilized along with trip generation data provided by Fehr & Peers (Appendix K-2). Although it is anticipated that future users of the project site would utilize electricity for space and water heating rather than natural gas, this analysis conservatively did not adjust the default natural gas usage estimate in CalEEMod, which includes space/water heating as well as cooking and other uses, due to a lack of available data on the estimated natural gas reduction.

## **c. Project Impacts**

**Threshold 1:** Would the proposed project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

**Impact E-1      THE PROJECT WOULD USE NONRENEWABLE AND RENEWABLE RESOURCES DURING CONSTRUCTION AND OPERATION. HOWEVER, THE PROJECT WOULD NOT PLACE SIGNIFICANT ADDITIONAL DEMAND ON ENERGY PROVIDERS AND WOULD COMPLY WITH APPLICABLE CONSERVATION STANDARDS. THEREFORE, IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The proposed project would use nonrenewable and renewable resources for construction and operation of the proposed project. The anticipated use of these resources is detailed in the following subsections.

### *Construction Energy Demand*

Project construction would require site preparation and grading; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the construction site, and vehicles used to deliver materials to the site. Other types of energy consumption expended during construction (e.g., temporary lighting during winter hours) would be negligible. Therefore, only gasoline and diesel fuels are included in the construction energy analysis. As shown in Table 4.6-3, project construction would require approximately 57,136 gallons of gasoline and

approximately 69,600 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

**Table 4.6-3 Estimated Fuel Consumption during Construction**

| Source                                        | Fuel Consumption (gallons) |        |
|-----------------------------------------------|----------------------------|--------|
|                                               | Gasoline                   | Diesel |
| Construction Equipment & Hauling Trips        | --                         | 69,600 |
| Construction Worker Vehicle Trips             | 57,136                     | --     |
| See Appendix E for energy calculation sheets. |                            |        |

Energy use during construction would be temporary in nature, and construction equipment would be rated Tier 4 or higher. In addition, construction contractors would be required to comply with the provisions of CCR Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, pursuant to applicable regulatory requirements such as 2022 CALGreen, the proposed project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the proposed project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary.

On-site construction equipment may include alternatively-fueled vehicles (such as natural gas) where feasible. Furthermore, the selected construction contractors would use the best available engineering techniques, construction and design practices, and equipment operating procedures, thereby ensuring that the wasteful consumption of fuels and use of energy would not occur. Energy efficiency is also expected for the off-site production of construction materials, based on the economic incentive for efficiency and cost savings. Therefore, project construction would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and impacts related to would be less than significant.

#### *Operational Energy Demand*

Operation of the proposed project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Natural gas is assumed to be utilized for operational off-road equipment (e.g., forklifts and yard hoppers), cooking and heating purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by passenger vehicle and truck trips. Table 4.6-4 summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 255,550 gallons of gasoline and 210,450 gallons of diesel for transportation fuels, 4,860 MWh of electricity, and 18,779,893 kBtu of natural gas per year. Vehicle trips associated with passenger vehicles and heavy-duty trucks would represent the greatest operational use of energy associated with the proposed project.

**Table 4.6-4 Estimated Project Annual Operational Energy Consumption**

| Source               | Energy Consumption <sup>1</sup> |              |
|----------------------|---------------------------------|--------------|
| Transportation Fuels |                                 |              |
| Gasoline             | 255,550 gallons                 | 28,056 MMBtu |
| Diesel               | 210,450 gallons                 | 26,824 MMBtu |
| Electricity          | 4,860 MWh                       | 16,582 MMBtu |
| Natural Gas Usage    | 18,779,893 kBtu                 | 18,780 MMBtu |

MMBtu = million metric British thermal units; MWh = megawatt-hours; kBtu = thousand metric British Thermal Units

<sup>1</sup> Energy consumption is converted to MMBtu for each source

See Appendix E for energy calculation sheets and CalEEMod output results for electricity and natural gas usage.

The proposed project would be required to comply with all standards set in the latest iteration of the CBC (CCR Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (CCR Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. In addition, the 2022 Building Energy Efficiency Standards (CCR Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Pursuant to CALGreen, all plumbing fixtures used for the proposed project would be high-efficiency fixtures, which would minimize the potential for the inefficient or wasteful consumption of energy related to water and wastewater. The proposed project would also be designed and constructed to meet minimum LEED certification, which would include the use of solar panels and energy conservation/efficiency features, and would be served by SCE, which is required to increase its share of renewable energy procurement pursuant to SB 100 requirements. As a result, the proposed project would maximize the use of renewable energy. Therefore, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

**Threshold 2:** Would the proposed project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

**IMPACT E-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY. IMPACTS WOULD BE LESS THAN SIGNIFICANT, AND NO MITIGATION MEASURES WOULD BE REQUIRED.**

As outlined in Section 4.6.2, *Regulatory Setting*, several State and local plans and policies for renewable energy and energy efficiency have been adopted. The following sections discuss the proposed project's consistency with applicable State and local plans.

*Consistency with State Plans*

**TITLE 24 – ENERGY EFFICIENCY**

The proposed project would be required to comply with all building design standards set in CBC Title 24. The CALGreen Code (Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects, and the Building Energy Efficiency Standards (Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. As the name implies, these standards are specifically crafted for new buildings to result in energy-efficient performance, so the buildings do not result in inefficient consumption of energy. The standards are updated every three years, and each iteration is more energy efficient than the previous standards. For example, according to the CEC, nonresidential buildings built with the 2019 standards used about 30 percent less energy than buildings built with the 2016 standards due mainly to lighting upgrades (CEC 2021). In addition, the proposed project would also be designed and constructed to meet minimum LEED certification, which would include the use of solar panels and energy conservation/efficiency features. LEED-certified buildings enable projects to achieve zero net energy consumption by requiring integrative designs that help reduce overall energy consumption and efficiently monitor energy consumption levels (Blackwelder 2018). As such, the proposed project's buildings would be subject to the latest energy efficiency standards pursuant to the CALGreen Code (Title 24, Part 11) and Building Energy Efficiency Standards (Title 24, Part 6).

**SB 100 – RENEWABLE ENERGY**

SB 100 mandates 100 percent clean electricity procurement for California utility providers by 2045. The proposed project would include rooftop solar and would be sized to meet LEED certification requirements, which would help supply a portion of the project's electricity usage with renewable energy and maximize the use of on-site renewable energy. In addition, the proposed project's use of nonrenewable energy resources would be reduced over time because the electricity generated by renewable resources provided by SCE continues to increase to comply with State requirements through SB 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 60 percent by 2030 and 100 percent by 2045. Because the proposed project would be powered by the existing State electricity grid, it would be powered by renewable energy as mandated by SB 100.

Therefore, the proposed project impacts related to consistency with applicable State plans for increased energy efficiency and renewable energy use would be less than significant.

*Consistency with Plan RC 2040*

**ENERGY EFFICIENCY**

As noted previously, the proposed project would be required to comply with the building design standards set in CBC Title 24, including those related to the use of energy efficient light fixtures and building materials and compliance with energy performance standards set by the CEC. In addition, the proposed project would also be designed and constructed to meet minimum LEED certification, which would include the use of solar panels and energy conservation/efficiency features. Therefore, the proposed project would incorporate energy conservation features as well as energy efficient lighting and heating and cooling systems, which would be consistent with Plan RC 2040 Goals RC-6.3 (Reduce Energy), RC-6.11 (Climate-Appropriate Building Types), and RC-7.7 (Sustainable Design)

(City of Rancho Cucamonga 2021). In addition, the proposed project would provide 18 bicycle parking spaces, consistent with Goal RC-6.8 of Plan RC 2040.

### **RENEWABLE ENERGY**

As discussed previously, the proposed project would include rooftop solar panels sized to meet LEED certification requirements, which would help supply a portion of the project's electricity usage with renewable energy and increase the use of on-site renewable energy. Additionally, the proposed project would include 60 EV Ready parking spaces and 13 EV Installed parking spaces. Therefore, the proposed project would include the development of renewable energy resources and provision of EV parking, which would be consistent with Goals RC-6.2 (Renewable Energy) and RC-7.2 (New EV Charging) of Plan RC 2040. Therefore, the proposed project impacts related to consistency with applicable local plans for increased energy efficiency and renewable energy use would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.6.4 Cumulative Impacts**

The geographic scope of the cumulative energy analysis is the SCE service area and San Bernardino County. All cumulative projects would be required to comply with CBC Title 24 minimum 2022 Building Energy Efficiency standards (Title 24, Part 6) and CALGreen Code requirements (Title 24, Part 11). Future cumulative projects would be designed in accordance with these minimum State energy efficiency standards for residential and nonresidential buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning and water heating systems), and indoor and outdoor lighting. The incorporation of CBC Title 24 standards into the design of the cumulative projects, including the proposed project, would result in reduced wasteful, inefficient, or unnecessary use of energy. Furthermore, as discussed under Impact E-2, the proposed project would be consistent with applicable State and local plans for energy efficiency and renewable energy. These plans are intended to address cumulative impacts related to renewable energy and energy efficiency. Therefore, the proposed project's contribution to cumulative energy impacts would not be cumulatively considerable.



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## 4.7 Geology and Soils

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

This section describes the existing geology and soils on the project site and analyzes the potential impacts of existing geotechnical hazards that may adversely affect the project or may be exacerbated by project implementation, and potential impacts to paleontological resources. Data used to prepare this section was obtained from the Rancho Cucamonga General Plan, the Rancho Cucamonga General Plan EIR, the project-specific geotechnical report prepared by Southern California Geotechnical (SCG 2019), which is included as Appendix F-1 in this Draft EIR, and the project-specific geotechnical report update prepared by SCG (SCG 2021), which is included as Appendix F-2 in this Draft EIR.

### 4.7.1 Setting

#### **a. Regional and Local Geology**

The City of Rancho Cucamonga is located at the north-central section of the Chino Valley, which is bound by the San Gabriel Mountains to the north, the San Bernardino Mountains to the northeast, the Puente Hills to the southwest, and the Jurupa Hills to the southeast. The project site is located near the northern end of the Peninsular Ranges Geomorphic Province, which is characterized by numerous small, northwestern trending mountain ranges with intervening plains and valleys. The Peninsular Ranges province abuts to the north against a series of east-west-trending mountain ranges, which are collectively referred to as “the Transverse Ranges.” Rancho Cucamonga has a moderately sloping terrain from north to south with ground elevations ranging from approximately 1,105 feet above mean sea level (amsl) at the southwestern end of the City to approximately 2,200 amsl at the northern end of the City (Rancho Cucamonga 2021b). At the boundary of the provinces are several thrust faults where large-scale crustal disturbance has occurred as the Peninsular Ranges collide with the Transverse Ranges. The closest faults are the Etiwanda Avenue Fault (also known as the Red Hill Fault) and Cucamonga Fault (Rancho Cucamonga 2021b). Though these faults are considered active and have the potential to generate earthquakes, the probability of producing a significant event is low.

The geologic hazards in Rancho Cucamonga are directly related to the nearby San Gabriel Mountains. Geologic hazards posed by the mountains include debris flows and rock falls due to erosion of steep slopes, heavy rains, soil collapse, soil expansion, earthquake events, and flooding. Potential landslides or slope failure are expected in areas with steep slopes at the northwestern corner of the City and in the sphere of influence (SOI). Slopes steeper than 25 percent are found on Red Hill, along Cucamonga Creek at the City’s northwest edge, and at the foothills north of the City (Rancho Cucamonga 2021b). Though the metamorphic basement rock at the hillsides of the City is grossly stable, the steep slopes may cause rocks to fall during an earthquake or intense rainfall. Areas with rock fall hazards are confined to the hillsides at the northern edge of the City and the SOI (Rancho Cucamonga 2021b).

The alluvial fans underlying the City were created by several stream systems from the eastern San Gabriel Mountains. These fans and washes represent debris flow events in the recent geologic period. The San Bernardino County Flood Control District maintains debris basins and flood-control facilities in the area to control debris flows and flooding hazards along the canyons, creeks, and washes. Hazards from collapsible soils are expected in Holocene alluvial fans and washes and in areas overlain by windblown sands in the south-central section of the city. Soils in the City and its SOI have relatively low amounts of clay, and no soil expansion hazards are present (Rancho Cucamonga 2021b). While subsidence may occur throughout an over drafted basin (when groundwater pumping exceeds recharge of the underlying aquifer), differential displacement and fissures are more readily apparent at and near the valley margin. Thus, damage from regional subsidence may be expected at the valley margins adjacent to the San Gabriel Mountains and Red Hill (Rancho Cucamonga 2021b).

## **b. Geologic Conditions**

### *Soils*

Based on the geotechnical report (Appendix F-1), there are two types of soils encountered on the project site: artificial fill and alluvium. Artificial fill soils were encountered at the ground surface on the site. The artificial fill soils generally consist of loose to very dense silty fine to medium sands with occasional cobbles and varying amounts of coarse sand and fine to coarse gravel. Native alluvium was encountered at the ground surface and beneath the artificial fill soils to at least 25 feet below the existing site grades. The near-surface alluvial soils generally consist of medium dense to very dense well-graded sands with varying fine to coarse gravel content and occasional to extensive cobbles. Occasionally boulders were encountered at depths greater than six feet below ground surface.

### *Groundwater*

No groundwater was encountered during the field testing of the project site that occurred in April 2019. Groundwater was estimated to exist at levels greater than 25 feet below ground level at the time of study. This was based on the lack of water within the borings and moisture contents from recovered soil samples. The nearest groundwater monitoring well to the project site, approximately 2,300 feet southwest of the project site, indicated that high groundwater levels were approximately 326 feet below ground level (SCG 2019).

### *Soil Erosion*

Erosion refers to the removal of soil from developed surface soils by water or wind. The effects of erosion are intensified with an increase in slope (as water moves faster, it gains momentum to carry more debris), the narrowing of runoff channels (which increases the velocity of water), and by the removal of groundcover (which leaves the soil exposed to erosive forces). Surface improvements, such as paved roads and buildings, decrease the potential for erosion on-site, but can increase the rate and volume of runoff, potentially causing off-site erosion.

### *Seismicity and Surface Fault Rupture*

The project site is in an area of Southern California that is subject to strong ground motions due to seismic events (i.e., earthquake). No active or potentially active faults are known to exist within the project site, and as previously identified, the project site is not in a current State of California

Earthquake Fault Zone. However, as with all Southern California, the project site lies in a seismically active region. The geologic structure of Southern California is dominated mainly by northwest-trending faults associated with the San Andreas system. There are numerous faults in Southern California that are categorized as active, potentially active, and inactive. A fault is classified as active by the State if it has either moved during the Holocene epoch (during the last 11,000 years) or is included in an Alquist-Priolo Earthquake fault zone (as established by the California Geological Survey). A fault is classified as potentially active if it has experienced movement within the Quaternary period (during the last 1.6 million years). Faults that have not moved in the last 1.6 million years generally are considered inactive.

The severity of an earthquake generally is expressed in two ways—magnitude and intensity. The energy released, as measured on the Moment Magnitude (MM) scale, represents the magnitude of an earthquake. As shown in Table 4.7-1, the intensity of an earthquake is measured by the Modified Mercalli Intensity (MMI) scale, which emphasizes the seismic response at a subject site and measures ground shaking severity according to damage done to structures, changes in the earth surface, and personal accounts.

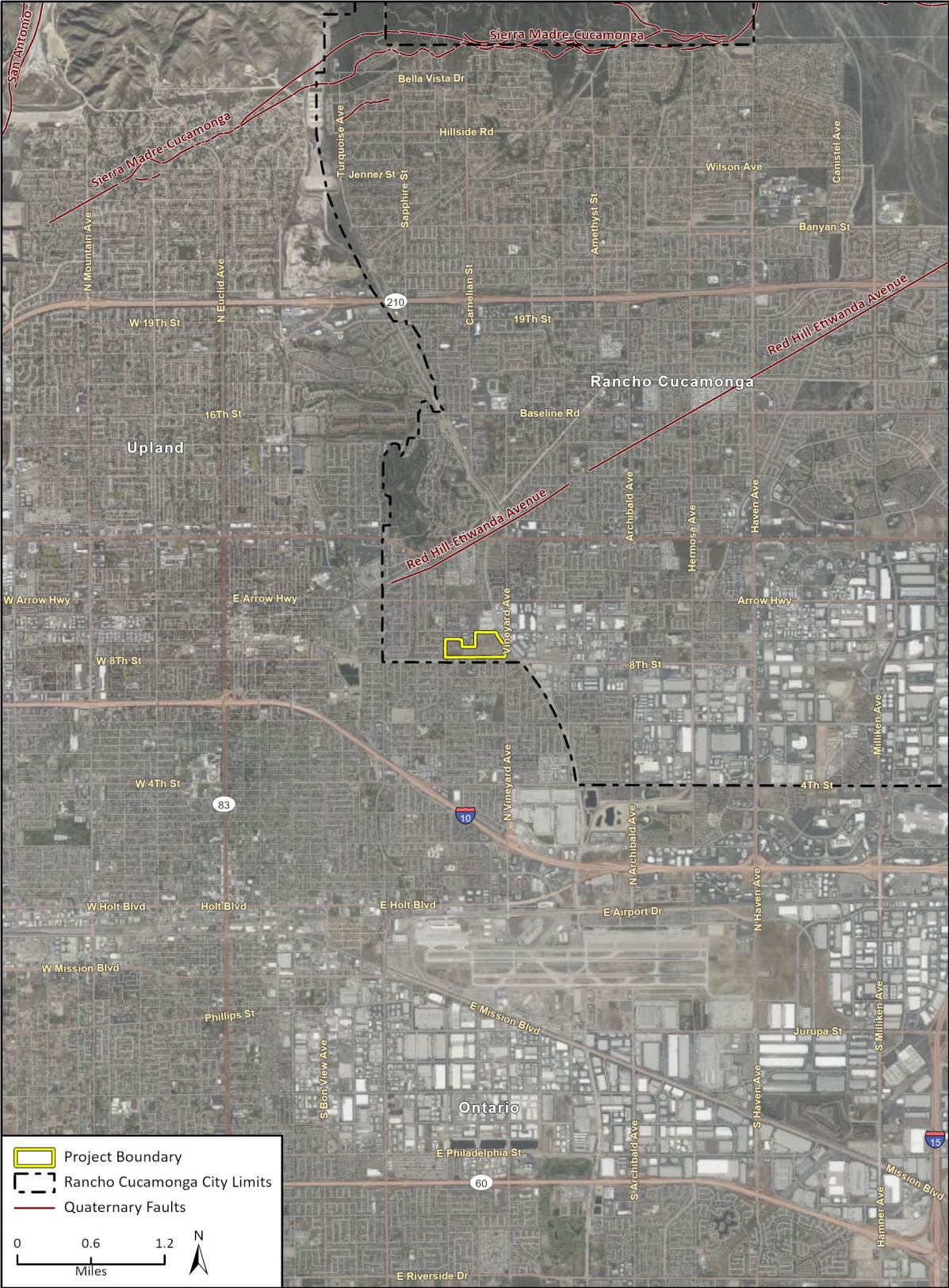
**Table 4.7-1 Modified Mercalli Intensity (MMI) Scale**

| MMI  | Description                                                                                   |
|------|-----------------------------------------------------------------------------------------------|
| I    | Detected by only sensitive instruments                                                        |
| II   | Felt by a few people at rest                                                                  |
| III  | Felt noticeably indoors, but not always recognized as a quake; vibration like a passing truck |
| IV   | Felt indoors by many and outdoors by few                                                      |
| V    | Felt by most people. Some breakage of windows, dishes, and plaster                            |
| VI   | Felt by all; falling plaster and chimneys; damage small                                       |
| VII  | Damage to buildings varies; depends on quality of construction                                |
| VIII | Walls, monuments, chimneys fall; panel walls thrown out of frames                             |
| IX   | Buildings shift off foundations; foundations crack; ground cracks; underground pipes break    |
| X    | Most masonry and frame structures destroyed; ground cracks; landslides                        |
| XI   | Ground fissures; pipes break; landslides; rails bent; new structures remain standing          |
| XII  | Damage total; waves seen on ground surface; objects thrown into the air                       |

Source: United States Atomic Energy Commission 1963

As shown on Figure S-1, *Rancho Cucamonga Special Study Fault Zones*, of the Rancho Cucamonga General Plan, the closest active fault to the site is the Red Hill Fault, located 0.6-mile to the north. The Red Hill Fault is known as the geologic divide between the Cucamonga and Chino groundwater basins, as it curves around the southern portion of Red Hill in the northern section of the City. A large number of small earthquakes (MM I to III) have historically occurred beneath the City of Rancho Cucamonga, some which have epicenters on or near the trace of the Red Hill Fault. A maximum credible MM of VI is possible on this fault. Another active fault in the region is the Cucamonga Fault at the base of the San Gabriel Mountains, located 4.7 miles to the north. The Cucamonga Fault is considered to be part of the Sierra Madre Fault System, which marks the southern boundary of the San Gabriel Mountains. It is believed that the Cucamonga Fault is capable of producing an earthquake magnitude on the order of 7.0 or greater. Refer to Figure 4.7-1, *Regional Faults*, to show the project's proximity to the Red Hill Fault and Cucamonga Fault.

Figure 4.7-1 Regional Faults



Imagery provided by Microsoft Bing and its licensors © 2023. Project boundary was digitized from a site plan and is approximate.  
Additional data provided by USGS, 2020.

19-08856 EPS  
Fig 4.7-1 Regional Faults



### *Liquefaction*

Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. Liquefaction is generally limited to the upper 50 feet of subsurface soils. Based on the San Bernardino County Geologic Hazard Overlays map, the project site is not located within an area of liquefaction susceptibility (SCG 2019).

### *Settlement Potential*

Settlement refers to unequal compression of a soil foundation, shrinkage, or undue loads being applied to a building after its initial construction that affect the soil foundation. According to the geotechnical report (Appendix F-1), the alluvial soils present on the project site have settlement potential.

### *Shrinkage/Subsidence Potential*

Subsidence is a gradual settling or sudden sinking of the ground surface (i.e., loss of elevation). The principal causes of subsidence are aquifer-system compaction, drainage of organic soils, underground mining, and natural compaction. Shrinkage is the reduction in volume in soil as the water content of the soil drops (i.e., loss of volume). Minor ground subsidence is expected to occur in the soils below the zone of removal due to settlement and machinery working. Based on the results of the laboratory testing, removal and recompaction of the loose to dense near-surface soils extending to depths of three to six feet, is estimated to result in an average shrinkage of five to 12 percent (SCG 2019; see Appendix F-1).

### *Soil Expansion Potential*

Expansive soils are soils that exhibit cyclic shrink and swell patterns in response to variations in moisture content. The near-surface soils consist of silty sands underlain by well graded sands. These materials have been classified as very low to non-expansive.

### *Landslide Potential*

The project site and immediately surrounding properties are generally flat and contain no steep natural or manufactured slopes; thus, there is no potential for landslides to occur on or immediately adjacent to the site.

## **c. Paleontological Setting**

The City of Rancho Cucamonga is underlain by a variety of bedrock types, including exposures of gneissic metamorphic rocks; exposures of younger Quaternary alluvium derived as fan deposits from the San Bernardino Mountains with some fluvial deposits in drainages; younger Quaternary alluvium exposed across the entire northeastern portion of the City with some fluvial deposits in the intermittent drainages; and exposures of older fan deposits around Red Hill in the southwestern portion of the City (Rancho Cucamonga, 2021b). The bulk of the City consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils; however, there may be sedimentary deposits at a greater depth. Although shallow excavations within the younger Quaternary alluvium are unlikely to expose significant vertebrate fossils, deeper excavations that extend into older Quaternary deposits may encounter significant fossils. Alluvial deposits extend throughout Rancho Cucamonga (Rancho Cucamonga, 2021b).

## 4.7.2 Regulatory Setting

### a. Federal Regulations

#### Earthquake Hazards Reduction Act

U.S. Congress passed the Earthquake Hazards Reduction Act in 1977 to reduce the risks to life and property from future earthquakes through the establishment and maintenance of an effective earthquake hazards reduction program. To accomplish this goal, the Act established the National Earthquake Hazards Reduction Program. This program was substantially amended in November 1990 by the National Earthquake Hazards Reduction Program Act, which refined the description of agency responsibilities, program goals, and objectives to focus on minimizing loss from earthquakes after they occur. The National Earthquake Hazards Reduction Program promotes the adoption of earthquake hazard reduction activities by all scales of government and works to develop national building standards and model codes for use by engineers, architects, and all others involved in the planning and construction of buildings and infrastructure.

### b. State Regulations

#### Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Generally, siting of structures for human occupancy must be set back from the fault by approximately 50 feet. This Act groups faults into categories of active, potentially active, and inactive. Historic and Holocene age faults are considered active, Late Quaternary and Quaternary age faults are considered potentially active, and pre-Quaternary age faults are considered inactive.

#### Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 directs the California Geological Survey (CGS) to delineate Seismic Hazard Zones. The purpose of the Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and State agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Act requires the preparation of site-specific geotechnical investigations, including mitigation measures based on site-specific conditions, prior to permitting most urban development projects in seismic hazard zones.

#### California Public Resources Code Section 5097.5

California Public Resources Code Section 5097.5 provides protection for paleontological resources on public lands, where Section 5097.5(a) states, in part, that:

“No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological, or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.”

## **California Building Code**

The California Building Code (CBC) is contained in the California Code of Regulations, Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which by law is responsible for coordinating all building standards. The CBC incorporates by reference the federal Uniform Building Code with necessary California amendments. The CBC is a regulatory tool that includes building code standards to address geologic and seismic hazards. Approximately one-third of the text in the CBC has been tailored for California earthquake conditions. Rancho Cucamonga, along with all of Southern California, is in Seismic Zone 4, the area of greatest risk and subject to the strictest building standards.

### **c. Local Regulations**

#### **Rancho Cucamonga General Plan**

The Safety chapter of the Rancho Cucamonga General Plan provides a proactive approach to public health and safety planning. Specifically, it identifies potential known hazards, including seismic and geologic hazards. The Resource Conservation chapter of the Rancho Cucamonga General Plan guides the preservation, protection, conservation, re-use, replenishment, and efficient use of Rancho Cucamonga's limited natural resources, including, but not limited to paleontological resources. Goals and policies that relate to geologic hazards and would apply to the project include the following:

**Goal RC-4 Cultural Resources.** A community rich with historic and cultural resources.

**Policy RC-4.6 Paleontological Resources.** Require any paleontological artifacts found within the City or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.

**Goal S-2 Seismic and Geologic Hazards.** A built environment that minimizes risks from seismic and geologic hazards.

#### **Rancho Cucamonga Municipal Code**

Building regulations in Rancho Cucamonga are specified in Title 15, *Buildings and Construction Code*, of the Rancho Cucamonga Municipal Code (RCMC), which adopts the 2022 CBC. This title is enforced by the Building and Safety Division; it requires site-specific investigation, and it establishes construction standards and inspection procedures to ensure that development does not pose a threat to public safety.

Grading review procedures in Rancho Cucamonga are specified in Chapter 19.04, *Grading Standards*, of the RCMC. This chapter establishes regulations for submittal and review of conceptual grading plans in connection with proposed development, establishes a grading committee for review of grading plans, and provides for establishment of standards and guidelines to be utilized by the grading committee and other City agencies in review of such plans. At the time of submittal of a tentative tract map, tentative parcel map, or site plan for development review, the applicant is required to submit, among other items, a conceptual grading plan; conceptual drainage and flood control facility plans; and a geological and soils report.

Chapter 17.56, *Landscaping Standards*, of the RCMC, establishes minimum landscape requirements to control soil erosion, among other purposes. Preliminary and final landscape plans are required, and review of such plans is conducted as part of the design review process.



### 4.7.3 Impact Analysis

#### a. Significance Thresholds

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. The project would have a significant impact with respect to geology and soils if it would:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault;
  - b. Strong seismic ground shaking;
  - c. Seismic-related ground failure, including liquefaction;
  - d. Landslides;
2. Result in substantial soil erosion or the loss of topsoil;
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater; or
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

#### b. Methodology

To evaluate project impacts, existing conditions that could pose a risk to development of the project were identified through review of documents pertaining to the geologic conditions and soils throughout the project site and in the surrounding area. Sources consulted include the Rancho Cucamonga General Plan, the Rancho Cucamonga General Plan EIR, and the project-specific geotechnical reports prepared by SCG (Appendix F-1 and F-2). The information obtained from these sources was reviewed and summarized to establish the existing conditions (described above) and identify potential environmental hazards. In determining the level of significance, the analysis assumes that the project would comply with relevant laws, regulations, and guidelines.

### c. Project Impacts

|                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1a:</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? |
| <b>Threshold 1b:</b> Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?                                                                                                                                                                                       |

**Impact GEO-1a and 1b**      **THE PROJECT SITE IS NOT LOCATED IN AN ALQUIST-PRIOLO FAULT ZONE AND NO FAULT LINES TRAVERSE DIRECTLY UNDER THE SITE; HOWEVER, THE SITE IS IN AN AREA THAT IS SUBJECT TO STRONG GROUND MOTIONS DUE TO EARTHQUAKES. COMPLIANCE WITH RANCHO CUCAMONGA GENERAL PLAN GOALS AND POLICIES AND THE CBC WOULD REDUCE POTENTIAL IMPACTS RELATED TO SEISMIC GROUND SHAKING TO A LESS-THAN-SIGNIFICANT LEVEL.**

The entire southern California region, including the project area, is considered seismically active. Fault rupture can occur along pre-existing, known active fault traces; however, fault rupture also can splay from known active faults or rupture along unidentified fault traces. The closest active fault is the Red Hill Fault, located 0.6-mile north of the project site, and the Cucamonga Fault at the base of the San Gabriel Mountains is 4.7 miles north of the site. Therefore, the project site could be subjected to moderate to strong ground shaking in the event of an earthquake on nearby faults.

Potential seismic hazards resulting from a nearby moderate to major earthquake can result in primary and secondary effects. Primary effects would be ground rupture or surface faulting. Common secondary seismic hazards include ground shaking, and ground lurching. Based on review of Figure S-2, *Rancho Cucamonga Special Study Fault Zones*, of the Rancho Cucamonga General Plan, the project site is not located in a fault hazard area. This is consistent with the conclusions of the project's geotechnical investigation, which identifies that there are no known active or potentially active faults on or trending toward the project site and the project site is not located within a mapped Alquist-Priolo Earthquake Fault Zone.

An earthquake of moderate to high magnitude generated within the Santa Ana Basin region could cause considerable ground shaking at the site. However, project structures would be required to be designed in compliance with current CBC requirements intended to ensure buildings can withstand the adverse effects of strong ground shaking (SCG 2021). Rancho Cucamonga has adopted the CBC by reference pursuant to RCMC Section 15.04.010 of the CBC contains specific requirements for structural design, including seismic loads. The CBC requires that structures be designed and constructed to resist seismic hazards, including through foundation design and the completion of soil investigations prior to construction. Rancho Cucamonga would ensure that the project would be designed and constructed consistent with the current CBC, thereby ensuring that appropriate investigations and design measures have been employed to effectively minimize or avoid potential hazards associated with redevelopment and/or new building construction. Proper engineering, including adherence to the CBC, and compliance with Rancho Cucamonga General Plan goals and policies, would minimize the risk to life and property associated with potential seismic activity in the area. Impacts would be less than significant.

### Mitigation Measures

Mitigation measures are not required.

**Threshold 1c:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

**Impact GEO-1c** THE PROJECT SITE IS NOT LOCATED IN AN AREA OF LIQUEFACTION SUSCEPTIBILITY. THE PROJECT SITE CONTAINS SOIL THAT LACKS MOISTURE AND HAS LOWER HISTORIC GROUNDWATER LEVELS THAT WOULD MINIMIZE SEISMIC RELATED GROUND FAILURE AND LIQUEFACTION RISKS. THEREFORE, THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS RELATED TO SEISMIC GROUND FAILURE INCLUDING LIQUEFACTION.

Secondary seismic hazards addressed in the project's geotechnical investigation and relevant to this threshold include liquefaction. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors that influence the potential for liquefaction include groundwater table elevation, soil type and plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking.

Based on the San Bernardino County Geologic Hazard Overlays map and Figure S-2, *Potential Liquefaction and Earthquake-Induced Landslides*, of the Rancho Cucamonga General Plan, the project site is not located in an area of liquefaction susceptibility (Rancho Cucamonga, 2021a). In addition, according to the project's geology report (Appendix F-1), the boring conducted at the project site revealed a lack of groundwater within 25 feet of the surface. Further research revealed that the historic high groundwater levels were approximately 326 feet below ground level. Liquefaction risks are normally associated with saturated, loose, poorly graded sands within 50 feet below ground level (SCG 2019). The alluvial sands identified at the project site consist of medium dense to very dense well-graded with fine to coarse gravel and occasional cobbles. This soil would not meet all parameters for hazardous soil composition that could lend itself to liquefaction risks. The project site's soil composition, lack of moisture, and lower historic groundwater levels would minimize seismic related ground failure and liquefaction risks. Therefore, liquefaction is not considered to be a design concern for this project. Impacts would be less than significant.

## Mitigation Measures

Mitigation measures are not required.

**Threshold 1d:** Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

**Impact GEO-1d** THE PROJECT SITE IS RELATIVELY FLAT AND IS NOT WITHIN A ZONE OF LANDSLIDE SUSCEPTIBILITY. THEREFORE, THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE SUBSTANTIAL ADVERSE EFFECTS INVOLVING LANDSLIDES.

The project site has a gentle slope of approximately one percent running generally from the northwestern area of the site to the southeastern portion of the site (SCG 2019). No extreme elevation differences exist in or around the project site that would potentially lead to landslide effects. According to the San Bernardino County Geologic Hazard map, the project site and the immediate area are not within a zone of generalized landslide susceptibility (SCG 2019). The project area, which is also outside of the hazard zone for rockfall/debris-flow, contains relatively flat topography, further minimizing landslide susceptibility. Furthermore, Figure S-2, *Potential Liquefaction and Earthquake-Induced Landslides*, of the Rancho Cucamonga General Plan, shows the

project site is not within an earthquake-induced landslide hazard zone. Accordingly, the project would not be exposed to landslide risks, and implementation of the project would not pose a substantial direct or indirect landslide risk to surrounding properties. No impact would occur.

### **Mitigation Measures**

Mitigation measures are not required.

|                                                                                                  |
|--------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project result in substantial soil erosion or the loss of topsoil? |
|--------------------------------------------------------------------------------------------------|

**Impact GEO-2 DURING PROJECT-RELATED CONSTRUCTION ACTIVITIES, THERE IS AN INCREASED POTENTIAL FOR THE PROJECT TO CREATE LOCALIZED SOIL EROSION. WITH IMPLEMENTATION OF A DUST CONTROL PLAN AND SWPPP, THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.**

The construction of the project would involve excavation activities that would affect surface and near-surface soils. Over-excavation of the project would be implemented to remove any artificial fill soils, which extend from approximately one to eight feet below the existing grade. In addition to the excavation and removal of the fill material, the development of the project would require grading preparation, excavation, trenching, and paving activities that could result in soil erosion if exposed to periods of high wind or storm-related events. Dust control measures such as watering would be utilized to control the potential for erosion to occur. Construction contractors would also be required to implement a dust control plan in compliance with South Coast Air Quality Management District Rule 403 to reduce dust generated by wind, vehicles, heavy equipment, aggregate crushing, bulk material, demolition, etc. (refer to Section 4.3, *Air Quality*, of this Draft EIR). Additionally, construction activities would be conducted in compliance with the following regulations related to surface water quality during construction and operation of a project: the Clean Water Act; the State Water Resources Control Board and associated National Pollutant Discharge Elimination System (NPDES) permitting requirements; and Chapter 19.20, *Municipal Separate Storm Sewer System*, of the RCMC. Specifically, to control erosion during construction of the project, the project would be required to implement erosion-control best management practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) and in compliance with the NPDES (refer to additional discussion provided in Section 4.10, *Hydrology and Water Quality*, of this Draft EIR). Once the project is operational, the potential for soil erosion via wind and water would be minimized through the introduction of development, including roads, buildings, paved areas, and landscaping in accordance with the City regulations.

In conclusion, with implementation of a dust control plan and SWPPP, impacts related to substantial soil erosion would be less than significant.

### **Mitigation Measures**

Mitigation measures are not required.

|                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 3:</b> Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact GEO-3 WITH IMPLEMENTATION OF MITIGATION MEASURE GEO-1 AND ADHERENCE TO THE CITY'S BUILDING AND GRADING STANDARDS, THE PROJECT WOULD NOT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE.**

Seismic-related ground failure, including landslides and liquefaction is addressed under Thresholds 7.1(iii) and 7.1(iv). Lateral spreading is a liquefaction-related phenomenon; as there is no risk of liquefaction, there would be no risk of lateral spreading.

Ground subsidence is the gradual settling or sinking of the ground, usually associated with the extraction of oil, gas, or ground water from below the ground surface, or the organic decomposition of peat deposits, with a resultant loss in volume. Based on the results of the laboratory testing conducted during preparation of the project's geotechnical investigation, over excavation and recompaction of the loose to dense near-surface soils, extending to depths of approximately three to six feet, is estimated to result in an average shrinkage of five to 12 percent. Minor ground subsidence is expected to occur in the soils below the zone of removal, due to settlement and machinery working. The subsidence is estimated to be approximately 0.1 feet. The native soils that would remain in place below the recommended depth of over excavation would not be subject to significant stress increases from the foundations of the new structures. Therefore, following completion of the recommended remedial grading, post-construction settlements are expected to be within tolerable limits. Grading of the project site would be performed in accordance with the City's building and grading standards and recommendations outlined in the project's geotechnical investigation (Appendix F-1) and included in Mitigation Measure GEO-1.

The project site was found to contain artificial fills at depths of up to eight feet below the ground level and native alluvial soils at least 25 feet below ground level. Appendix F-1 shows each boring and trenching locations on the project site. The artificial fill soils were observed at all but three locations during the site study (boring location B-5 and trench locations T-2 and T-4). The artificial fill soils that were encountered were found to possess various levels of strength and density under testing. However, some of the artificial fill materials were found to be prone to hydrocollapse once exposed to water. It was concluded that the artificial fill materials would not be suitable to support the proposed structures. The native alluvial soils were also found to possess varied strength and density levels. Remedial grading has been recommended as described in Mitigation Measure GEO-1, to replace the near-surface native alluvial soils with compacted structural fill soils. The native soils that would be left in place after the remedial grading would not be subject to significantly increased stress levels from the foundations of the proposed structures.

Based on recommendations in the project's geotechnical investigation, measures related to grading would include, but not be limited to, initial site preparation; treatment of existing soils relative to building pads, retaining walls and site walls, flatwork, and parking and drive areas (e.g., removal of surficial vegetation, unsuitable soil removal, overexcavation); fill placement and compaction; use of imported structural fill; and, utility trench backfill. Other recommendations in the geotechnical investigation are related to excavation and slope stability, foundation design and construction, floor slab design and construction, retaining wall design and construction, including wall pressure, and pavement design.

In summary, impacts related to instability of the site's geologic materials would be less than significant for the project with adherence to the City's building and grading standards and implementation of Mitigation Measure GEO-1.

## **Mitigation Measures**

### *GEO-1 Geotechnical Design*

Prior to the issuance of grading permits or building permits, the City shall review and approve all project plans for grading, foundation, structural, infrastructure, and all other relevant construction permits to ensure compliance with the applicable recommendations from the project's geotechnical investigation and other applicable RCMC requirements. Specific design considerations as outlined in the geotechnical report prepared by Southern California Geotechnical (SCG 2019) shall be implemented to minimize the risk for geological hazards included in the project construction plans. Below is a summary of the specific design considerations for site grading, construction, foundation, floor slab, retaining wall, and pavement:

- Remedial grading shall occur within the proposed building pad areas to remove the existing fill soils and a portion of the near-surface alluvial soils and replace them as compacted structural fill;
- New pavement and flatwork subgrade soils shall be scarified to a depth of approximately 12 inches, thoroughly moisture conditioned and recompact to at least 90 percent of the maximum dry density;
- Compaction test shall be performed periodically by the geotechnical engineer as random verification of compaction and moisture content;
- All imported structural fill shall consist of very low expansive, well graded soils possessing at least 10 percent fines.
- New square and rectangular footings shall be designed as follows:
  - Maximum, net allowable soil bearing pressure: 2,500 pounds per foot squared (lbs/ft<sup>2</sup>)
  - Minimum wall/column footing width: 14 inches/24 inches.
  - Minimum longitudinal steel reinforcement within strip footings: Two No. 5 rebars (one top and one bottom).
  - Minimum foundation embedment: 12 inches into suitable structural fill soils, and at least 18 inches below adjacent exterior grade. Interior column footings may be placed immediately beneath the floor slab.
  - Perimeter building foundations shall be continuous across all exterior doorways. Any flatwork adjacent to the exterior doors should be doweled into the perimeter foundations in a manner determined by the structural engineer.
- Retaining wall design parameters: internal friction angle = 30 degrees; unit weight = 130 lbs/ft<sup>2</sup>; active condition (level backfill): 43 lbs/ft<sup>2</sup>; active condition (2h:1v backfill): 70 lbs/ft<sup>2</sup>; at-rest condition (level backfill): 65 lbs/ft<sup>2</sup>
- Pavement design parameters are based on either Portland Cement Association or California Department of Transportation design parameters for a 20-year design period.

## **Significance After Mitigation**

Impacts would be less than significant with mitigation incorporated.

**Threshold 4:** Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

**Impact GEO-4** THE PROJECT SITE IS UNDERLAIN BY SOILS CLASSIFIED AS LOW TO NON-EXPANSIVE. THE PROJECT WOULD NOT CREATE SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY DUE TO EXPANSIVE SOIL.

Expansive soils are soils that expand and contract depending on their moisture level. This change can occur seasonally as a result of water levels and precipitation throughout the year. These soils normally occur within the first five feet below the surface. Expansive soils can lead to structural damage as their compositions and volume changes dramatically. The near-surface soils encountered during the field study for the project's geotechnical investigation consisted of silty sands and well-graded sands, which are classified as low to non-expansive (SCG 2019). Therefore, potential impacts from expansive soils on the site would be less than significant.

### Mitigation Measures

Mitigation measures are not required.

**Threshold 5:** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**Impact GEO-5** THE PROJECT WOULD NOT USE SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS; THEREFORE, IMPACTS RELATED TO THE USE OF OR PERFORMANCE OF SEPTIC TANKS AND/OR ALTERNATIVE WASTEWATER SYSTEM WOULD NOT OCCUR.

Consistent with the existing development at the project site, the project would connect to the City-owned municipal wastewater conveyance system; therefore, septic tanks or an alternative wastewater disposal system would not be permitted or utilized. Accordingly, implementation of the project would result in no impact related to the use of or performance of septic tanks and/or alternative wastewater systems.

### Mitigation Measures

Mitigation measures are not required.

**Threshold 6:** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

**IMPACT GEO-6** RANCHO CUCAMONGA CONSISTS OF SURFICIAL SEDIMENTARY OR METAMORPHIC ROCKS THAT ARE UNLIKELY TO CONTAIN SIGNIFICANT VERTEBRATE FOSSILS; HOWEVER, THERE MAY BE SEDIMENTARY DEPOSITS AT A GREATER DEPTH. WITH IMPLEMENTATION OF MITIGATION MEASURE GEO-2, THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Paleontological resources are nonrenewable and are vulnerable to impacts from development related activities. Fossils provide important information for our understanding of past environments, the history of life, past species diversity, how species respond to climate change, and many other lines of scientific inquiry. Impacts to fossils and fossil localities, and loss of fossils from

looting or other destructive activity at fossil sites results in the direct loss of scientific data and directly impacts the ability to conduct scientific research on evolutionary patterns and geological processes. Construction and grading activities associated with any development that will impact previously undisturbed, paleontologically sensitive geologic deposits have the potential for the destruction of significant paleontological resources.

According to the Rancho Cucamonga General Plan EIR, research performed at the Natural History Museum of Los Angeles County indicates that the bulk of Rancho Cucamonga consists of surficial sedimentary or metamorphic rocks that are unlikely to contain significant vertebrate fossils; however, there may be sedimentary deposits at a greater depth. The presence of sedimentary units known to contain fossil materials indicates that there is a potential for encountering unidentified paleontological resources during project construction. Although no significant paleontological resources are expected to occur, the project applicant would utilize the services of a project paleontologist in the case of any inadvertent discoveries. Mitigation Measure GEO-2 would address the potential impact related to the discovery of paleontological resources during ground disturbing activities associated with project implementation. The mitigation would require specific protocols should any paleontological resources be unearthed during construction activities. Implementation of Mitigation Measure GEO-2 would reduce potential impacts on paleontological resources or unique geologic features from project construction to less-than-significant levels.

## **Mitigation Measures**

### *GEO-2 Paleontological Resources*

In the event that paleontological resources are exposed during construction activities, ground disturbing activities shall be suspended within 100-feet of the potential resource(s). A qualified paleontologist shall evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the paleontologist shall simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of a treatment plan, testing, or data recovery, could be warranted and shall be submitted to the Development Services Director or his/her designee. The final determination of any resource if discovered on the project site, shall be subject to the recommendation of a qualified paleontologist.

## **Significance After Mitigation**

Impacts would be less than significant with mitigation incorporated.

### **4.7.4 Cumulative Impacts**

Geology and soils impacts are generally site-specific and there is typically little, if any, cumulative relationship between the development of a project and development within a larger cumulative area (e.g., City-wide development). For example, development at the project site would not alter geologic events or soil features/characteristics (such as ground shaking, seismic intensity, or settlement) at other locations; therefore, the project would not directly affect the level of intensity at which a seismic event or geologic hazard on an adjacent site is experienced. However, development of the project and future development in Rancho Cucamonga may expose more persons to seismic hazards. The project and any future development projects would be required to comply with applicable State and local requirements, such as the City's building regulations, the 2022 CBC, the City's grading standards, and requirements for erosion control. As with the project,



future development would be required to have site-specific geotechnical investigations prepared to identify the geologic and seismic characteristics on a site and to provide recommendations for engineering design and construction to ensure the structural integrity of proposed development; these recommendations would be incorporated into project design. Compliance of individual projects with the recommendations of the applicable geotechnical investigation would prevent hazards associated with unstable soils, landslide potential, lateral spreading, liquefaction, soil collapse, expansive soil, soil erosion, and other geologic issues.

The project, in conjunction with cumulative development, including projects implementing the Rancho Cucamonga General Plan, could lead to accelerated degradation of previously unknown paleontological resources. However, each development proposal received by the City undergoes environmental review and would be subject to the same resource protection requirements as the project as outlined in the Rancho Cucamonga General Plan and Rancho Cucamonga General Plan EIR. If there is a potential for significant impacts on paleontological resources, an investigation would be required to determine the nature and extent of the resources and to identify appropriate mitigation measures, including requirements such as those identified in this section (refer to Mitigation Measure GEO-2). The project includes measures to identify, recover, and/or record any paleontological resource that may occur within the project limits resulting in less-than-significant impacts.

Based on the foregoing, the project's contribution to cumulative geology and soils impacts would be less than significant with mitigation incorporated.

## 4.8 Greenhouse Gas Emissions

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

This section evaluates the potential impacts of greenhouse gas (GHG) emissions associated with the proposed project. Construction and operational GHG emissions associated with project buildout are calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1 (the CalEEMod worksheets are provided in Appendix B-1). The GHG emissions and project consistency with applicable GHG reduction plans are analyzed, which includes the City's Climate Action Plan (CAP) and Consistency Checklist (see Appendix G).

### 4.8.1 Setting

#### **Climate Change and Greenhouse Gases**

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO<sub>2</sub>e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO<sub>2</sub> on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).<sup>1</sup>

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term "climate change" is often used interchangeably with the term "global warming," but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates from historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental

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<sup>1</sup> The Intergovernmental Panel on Climate Change's (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed that the rise and continued growth of atmospheric CO<sub>2</sub> concentrations is unequivocally due to human activities in the IPCC's Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatonnes of anthropogenic CO<sub>2</sub> was emitted. It is likely that anthropogenic activities have increased the global surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 33 degrees Celsius (°C) cooler (World Meteorological Organization 2023). However, since 1750, estimated concentrations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

## **Greenhouse Gas Emissions Inventory**

### *Global Emissions Inventory*

In 2015, worldwide anthropogenic GHG emissions totaled 47,000 million metric ton (MMT) of CO<sub>2</sub>e, which is a 43 percent increase from 1990 GHG levels. Specifically, 34,522 MMT of CO<sub>2</sub>e of CO<sub>2</sub>, 8,241 MMT of CO<sub>2</sub>e of CH<sub>4</sub>, 2,997 MMT of CO<sub>2</sub>e of N<sub>2</sub>O, and 1,001 MMT of CO<sub>2</sub>e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and use (includes fuels used by vehicles and buildings), which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and six percent, respectively. Waste sources contributed three percent. These sources account for approximately 96 percent (United States Environmental Protection Agency [USEPA] 2022).

### *United States Emissions Inventory*

United States GHG emissions were 6,347.7 MMT of CO<sub>2</sub>e in 2021 or 5,593.5 MMT CO<sub>2</sub>e after accounting for sequestration. Emissions increased by 6.8 percent from 2020 to 2021. The increase from 2020 to 2021 was driven by an increase in CO<sub>2</sub> emissions from fossil fuel combustion which increased seven percent relative to previous years and is primarily due to the economic rebounding after the COVID-19 Pandemic. In 2020, the energy sector (including transportation) accounted for 81 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 10 percent, six percent, and three percent respectively (USEPA 2023).

### *California Emissions Inventory*

Based on a review of the California Air Resource Board (CARB) California Greenhouse Gas Inventory for the years between 2000-2020, California produced 369.2 MMT of CO<sub>2</sub>e in 2020, which is 35.3 MMT of CO<sub>2</sub>e lower than 2019 levels. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. The major source of GHG emissions in California is the transportation sector, which comprises 37 percent of the State's total GHG emissions. The industrial sector is the second largest source, comprising 20 percent of the State's

GHG emissions while electric power accounts for approximately 16 percent. The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MMT of CO<sub>2</sub>e (CARB 2022a). The annual 2030 statewide target emissions level is 260 MMT of CO<sub>2</sub>e (CARB 2017).

### *Local Emissions Inventory*

The City of Rancho Cucamonga conducted a GHG emissions inventory for 2018, which represents the baseline inventory, or existing conditions in the City. The emissions categories are on-road transportation, building energy, solid waste, water, wastewater, off-road transportation, and agriculture. A description of emissions associated with each category (organized by total contribution to communitywide GHG emissions, from biggest to smallest) and the relationship between the categories identified in this inventory and categories are defined below.

- On-road transportation: fuel combustion in on-road vehicles, which include passenger vehicles (i.e., cars and light-duty trucks), and medium- and heavy-duty trucks. Fuel consumption is generally tied to the fuel efficiency and fuel source of vehicles, along with number of miles driven.
- Building Energy: electricity and natural gas use from all residential and non-residential buildings.
- Solid waste: fuels combusted in the equipment used to process waste, and from gases released as waste in landfills decays over time.
- Water: consumption of water in buildings and landscaped areas, the conveyance, treatment, and distribution of water from its source to the end user.
- Wastewater: generation and treatment of wastewater.
- Off-road transportation: fuel combustion associated with vehicles, heavy equipment, and machinery operating off paved roads.
- Agriculture: application of fertilizer for crop cultivation, off-road agriculture equipment, and emissions generated by livestock.

The inventory determined the City produced 1,426,757 metric tons (MT) of CO<sub>2</sub>e. Nearly all (96 percent) communitywide GHG emissions were attributable to on-road transportation and building energy consumption. On-road transportation, which includes emissions from vehicular gasoline and diesel consumption, was calculated based on estimated vehicle miles traveled (VMT) for vehicles traveling within and to/from the City and accounted for approximately 51 percent of communitywide emissions in 2018. Emissions generated from building energy account for about 45 percent of the City's 2018 GHG emissions inventory and are equivalent to the emissions from powering over 76,000 homes for one year (USEPA 2022). Emissions from solid waste, water, off-road transportation, wastewater, and agriculture collectively account for about four percent of the City's 2018 baseline emissions which is equivalent to over 6,000 passenger vehicles driven for one year (Rancho Cucamonga 2021c).

### **Potential Effects of Climate Change**

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling

predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21<sup>st</sup> century than were observed during the 20<sup>th</sup> century. The year 2022 was the sixth warmest year since global records began in 1880 at 0.86°C (1.55°F) above the 20th century average of 13.9°C (57.0°F). This value is 0.13°C (0.23°F) less than the record set in 2016 and it is only 0.02°C (0.04°F) higher than the last year's (2021) value, which now ranks as the seventh highest (National Oceanic and Atmospheric Administration 2023). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature obtained from station observations jointly indicate that Land Surface Air Temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. *California's Fourth Climate Change Assessment* (California Natural Resources Agency [CNRA] 2019) includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the State and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that climate change could generate in California.

#### *Air Quality and Wildfires*

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the State has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (CRNA 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the State. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to increase (CRNA 2021).

#### *Water Supply*

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). For example, the winter of 2022-2023 had severe storms and flooding from increased rainfall and snowmelt, which the California Department of Water Resources identified as "the latest example that California's climate is becoming more extreme" (California Department of

Water Resources 2023). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts. The Sierra snowpack provides the majority of California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (CRNA 2019).

### *Hydrology and Sea Level Rise*

Climate change could affect the intensity and frequency of storms and flooding (CRNA 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2022, observed by satellites, is approximately 3.4 millimeters per year, double the 20th century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2023). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Oceanic and Atmospheric Administration 2022). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (CRNA 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

### *Agriculture*

California has an approximate \$56 billion annual agricultural industry that produces over a third of the country's vegetables and three-quarters of the country's fruits and nuts (California Department of Food and Agriculture 2023). Higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (CRNA 2019). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality.

### *Ecosystems*

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic

distribution and range of species; species composition and the incidence of nonnative species within communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; CRNA 2019).

## 4.8.2 Regulatory Setting

### a. Federal Regulations

The United States Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 US 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the United States Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

### b. State Regulations

CARB is responsible for the coordination and oversight of State and local air pollution control programs in California. There are numerous regulations aimed at reducing the State's GHG emissions. These initiatives are summarized below. For more information on the Senate and Assembly Bills (AB), executive orders, building codes, and reports discussed below, and to view reports and research referenced below, please refer to the following websites: <https://www.energy.ca.gov/data-reports/reports/californias-fourth-climate-change-assessment>, [www.arb.ca.gov/cc/cc.htm](http://www.arb.ca.gov/cc/cc.htm), and <https://www.dgs.ca.gov/BSC/Codes>.

### California Advanced Clean Cars Program

AB 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires CARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, the USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles, beginning with the 2009 model year, which allows California to implement more stringent vehicle emission standards than those promulgated by the USEPA. Pavley I regulates model years from 2009 to 2016 and Pavley II, now referred to as "Low Emission Vehicle III GHG," regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emission Vehicle, Zero Emissions Vehicles, and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, the rules will be fully implemented, and new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

## **California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)**

The California Global Warming Solutions Act of 2006 (AB 32), outlines California's major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT of CO<sub>2</sub>e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan's approval.

The CARB approved the 2013 scoping Plan update in May 2014. The update defined the CARB's climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state's longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT of CO<sub>2</sub>e by 2030 and two MT of CO<sub>2</sub>e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

## **Assembly Bill 1279**

AB 1279, the California Climate Crisis Act, was passed on September 16, 2022, and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045, and to achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State would reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022b). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant



reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Gavin Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California's climate work. As stated in the 2022 Update, "The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's NWL and using a variety of mechanical approaches" (CARB 2022b). Specifically, the 2022 Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of NWL to the State's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contribute to long-term climate goals. Under the Scoping Plan Scenario, California's 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG emissions reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology.

## **Senate Bill 375**

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the State's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns

regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO's Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as "transit priority projects") can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an eight percent reduction in per capita GHG emissions from passenger vehicles by 2020 and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035.

### **Senate Bill 1383**

Adopted in September 2016, SB 1383 (Lara, Chapter 395, Statutes of 2016) requires the CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. SB 1383 requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

SB 1383 also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the CARB, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

### **Senate Bill 100**

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the State's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

### **Executive Order B-55-18**

On September 10, 2018, then former Governor Jerry Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

### **California Building Standards Codes**

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

### *Part 6 – Building Energy Efficiency Standards/Energy Code*

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the proposed project because they became effective on January 1, 2023.

### *Part 11 – California Green Building Standards*

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

### **California Integrated Waste Management Act (Assembly Bill 341)**

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

### **Executive Order N-79-20**

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035;
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks; and
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible.

EO N-79-20 directs CARB, the Governor’s Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

### **The California Climate Crisis Act (Assembly Bill 1279)**

AB 1279 was passed on September 16, 2022 and declares the State would achieve net zero GHG emissions as soon as possible, but no later than 2045. In addition, achieve and maintain net negative GHG emissions and ensure that by 2045, statewide anthropogenic GHG emissions are reduced to at least 85% below the 1990 levels. The bill would require updates to the scoping plan (once every five years) to implement various policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies.

## **Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)**

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all State agencies by 2035. This bill shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling.

### **c. Local Regulations**

#### **Southern California Association of Governments**

On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

#### **Plan RC 2040, City of Rancho Cucamonga General Plan Update**

The City of Rancho Cucamonga General Plan (Plan RC 2040) contains several goals and policies aimed at reducing GHG emissions. The following overarching resource conservation goal serves to guide and direct long-term planning in the City of Rancho Cucamonga (Rancho Cucamonga 2021a):

**Goal RC-6 Climate Change.** A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.

The development envisioned by this General Plan is intended to reduce the need to drive by improving access by sidewalk, pathway, and trail, and by, arranging land uses close to where people live to give them options for moving around with or without their vehicle. To a certain extent changes in vehicle technology, more energy efficient homes, education, and changes to the building code to encourage solar panels, will reduce GHG emissions. In addition to these technologies there are some low-tech methods of addressing this issue. These can include maintaining an urban forest of trees, parks, and landscaping, connecting pedestrian paths and bikeways throughout the City to encourage active transportation, giving priority to transit, and encouraging a more compact urban form, all of which are embedded in this General Plan.

This plan also allows for the City to create a program that would allow new development in one part of the City to offset some of its greenhouse gas emission by improving areas of the City where additional pedestrian trails, trees, and other modernization would reduce greenhouse gas emission. This is a smaller and local version of the statewide cap and trade program available to large industries.

The following policies are applicable to the proposed project:

**RC-6.2 Renewable Energy.** Encourage renewable energy installations and facilitate green technology and business.

**RC-6.4 Urban Forest.** Protect the City’s healthy trees and plant new ones to provide shade, carbon sequestration, and purify the air.

**RC-6.8 Reduce Vehicle Trips.** Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.

**RC-6.9 Access.** Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.

**RC-6.12 Reduced Water Supplies.** When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

**RC-6.15 Heat Island Reductions.** Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting.

## **San Bernardino County Regional Greenhouse Gas Reduction Plan**

The County of San Bernardino is committed to planning sustainably for the future while ensuring a livable, equitable, and economically vibrant community. Planning sustainably includes acknowledging the local role in climate change and how the County can mitigate its GHG emissions and prepare for (i.e., adapt to) anticipated climate-related changes. The County adopted its first Greenhouse Gas Reduction Plan (GHGRP) in September 2011. The GHGRP provided the GHG emissions inventory for the year 2007, and target for reducing GHG emissions 15 percent below 2007 levels by 2020. The County has implemented strategies to reduce its GHG emissions identified in the 2011 GHGRP, which has helped the County meet its 2020 GHG reduction targets. Since the adoption of County’s GHGRP, the State has enacted new climate change regulations, most notably SB 32, which provides statewide targets to reduce GHG emissions to 40 percent below 1990 levels by 2030. To ensure conformity with the latest State climate change regulations, the County is currently updating its 2011 GHGRP. This GHGRP Update serves as a comprehensive roadmap to outline strategies that the County will implement to continue achieving its GHG emissions reductions into the year 2030 and beyond, thereby ensuring sustainable and healthy growth.

## **City of Rancho Cucamonga Climate Action Plan**

Rancho Cucamonga adopted a CAP on December 15, 2021. The City prepared the CAP as a companion to the General Plan. The CAP outlines strategies and measures that the City will undertake to achieve its proportional share of State GHG emissions reduction targets.

The City’s CAP includes strategies and measures targeting new development, the existing built environment, and City government operations. Collectively, the set of measures would achieve the City’s GHG reduction target for 2030 and make substantial progress toward the City’s 2040 target.

**Goal 1: Zero Emissions and Clean Fuels.** A community that uses zero emission vehicles and clean vehicles to move people and goods.

**Goal 2: Efficient and Carbon Free Buildings.** An existing building stock that is energy efficient and net zero carbon.

**Goal 3: Green Building.** Development practices that demonstrate high environmental performance through decarbonization, sustainable design, and zero net carbon buildings.

**Goal 8: Water Conservation.** A community that conserves and recycles water.

### 4.8.3 Impact Analysis

#### a. Significance Thresholds

Appendix G of the *CEQA Guidelines* considers a project to have a significant impact related to GHG emissions if the project would:

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

The majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines*, Section 15064[h][1]).

According to the *CEQA Guidelines*, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals [AEP] (2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions.

To determine a significance threshold, the project is relying on guidance from SCAQMD, which uses a tiered approach to determine the significance of project emissions:

- **Tier 1.** If the project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in *CEQA Guidelines* Sections 15064(h)(3), 15125(d) or 15152(a). Under this tier, if the proposed project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 3,000 MT of CO<sub>2</sub>e per year for non-industrial land use development projects or 10,000 MT of CO<sub>2</sub>e per year for industrial projects.
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO<sub>2</sub>e per year for land use projects.

Tier 1 would not apply to the project because it is not exempt from environmental analysis. Tier 4 is better suited to residential or mixed-use projects with residents and employees and is typically used when a qualified CAP is not available. Therefore, this analysis utilizes Tier 2 and considers consistency with the City of Rancho Cucamonga CAP in order to determine significance of GHG emissions impacts. Additionally, this analysis utilizes the SCAQMD screening significance threshold of 10,000 MT of CO<sub>2</sub>e per year for industrial projects as specified under Tier 3.

The City's CAP includes a consistency checklist to facilitate the implementation of GHG reduction strategies and measures from the CAP that apply to new development projects. In addition, projects that are consistent with the CAP's growth projections (which are based on the General Plan) and implement the applicable strategies and measures of this checklist will demonstrate compliance with the CAP and its achievement of the City's 2030 reduction target.

Projects that comply with the CAP, as determined through completion of this checklist, may rely on the CAP for the analysis of cumulative GHG emissions impacts as part of the CEQA process. Nonetheless, project emissions are quantified and compared to applicable SCAQMD thresholds. Cumulative GHG emissions impacts would be significant for any project that exceeds the SCAQMD threshold for industrial projects or does not comply with the CAP.

## **b. Methodology**

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude of potential project effects related to GHG emissions. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these comprise 98 percent of all GHG emissions by volume and are the GHG emissions the proposed project would emit in the largest quantities (IPCC 2014). Emissions of all GHGs are converted into their equivalent GWP in terms of CO<sub>2</sub> (i.e., CO<sub>2</sub>e). Minimal amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the total. GHG emissions associated with project construction and operational activity were calculated using the CalEEMod version 2022.1 (see Appendix B-1 for calculations).

## **Construction**

During construction, the proposed project would generate GHG emissions primarily from the use of internal combustion engines to power on-site equipment as well as off-site transportation of workers and materials. CalEEMod quantifies the default number of construction worker one-way trips per day by multiplying 2.5 times the number of pieces of equipment for all phases except building construction and architectural coating; for the building construction phase, the number of workers is derived from a study conducted by the Sacramento Metropolitan Air Quality Management District that determined the number of workers needed for various types of land uses and corresponding project size (this study and its analysis are included in Appendix D of the *CalEEMod User Guide*). For the architectural coating phase, the number of worker trips is approximately 20 percent of the number of worker trips needed during the building construction phase. Default trip length estimates for workers and vendors are based on the 2015 *California Statewide Travel Demand Model* (CSTDm) and regional travel demand models from local metropolitan planning organizations. Further detail for the assumptions included in the modeling of GHG emissions is provided in Section 4.3, *Air Quality*. Construction emissions occur for a limited period of a project's lifetime, as a standard practice, GHG emissions from construction are amortized over a presumed project lifetime, which is assumed to be 30 years for the proposed project.

## Operation

During operation, the proposed project would generate GHG emissions from area sources, energy use, mobile, water use, and waste disposal. Further detail for the assumptions included in the modeling of GHG emissions is provided in Section 4.2, *Air Quality*. Assumptions used for the estimation of GHG emissions that are not applicable to criteria pollutant emissions, and therefore not included in the methodology of Section 4.3, *Air Quality*, are detailed below:

- The project's CalEEMod model uses default CalEEMod assumptions for energy and solid waste sources for the industrial warehouse building, office, and parking lot land uses.
- Natural gas assumptions from CalEEMod for unrefrigerated warehouse and general office land uses were utilized.
- The project's GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions.

The project includes several design features and characteristics that support consistency with the CAP Consistency Measures Checklist, such as inclusion of EV and bicycle parking spaces, rooftop solar panels, and minimizing the use of diesel-fueled equipment and vehicles for project operation. These project components are discussed in Impact GHG-2 and compared to the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City of Rancho Cucamonga CAP.

### c. Project Impacts

|                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact GHG-1 PROJECT-GENERATED EMISSIONS WOULD BE INCONSISTENT WITH THE RANCHO CUCAMONGA CLIMATE ACTION PLAN'S EMISSIONS FORECASTS. HOWEVER, MITIGATION MEASURE GHG-1 WOULD ACHIEVE CONSISTENCY WITH THE CAP CHECKLIST. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.**

Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude of potential project effects. As discussed under *Significance Thresholds*, project impacts are determined based on consistency with the City's CAP Consistency Checklist. GHG emissions are quantified and shown herein for informational purposes.

## Construction Emissions

Construction facilitated by the project would generate temporary GHG emissions primarily from the operation of construction equipment on-site, as well as from vehicles transporting construction workers to and from the project site, and heavy trucks to transport building, concrete, and asphalt materials. As shown in Table 4.8-1, construction associated with the project would generate 1,114 MT of CO<sub>2</sub>e. Amortized over a 30-year period, construction associated with the project would generate 37 MT of CO<sub>2</sub>e per year.



**Table 4.8-1 Construction GHG Emissions**

| Year                           | Emissions (MT of CO <sub>2</sub> e) |
|--------------------------------|-------------------------------------|
| 2025                           | 1,114                               |
| <b>Total</b>                   | <b>1,114</b>                        |
| <b>Amortized over 30 years</b> | <b>37</b>                           |

MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalents  
Source: CalEEMod worksheets in Appendix B-1

## Operational and Total Project Emissions

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, wastewater and solid waste generation, and off-road equipment operated at the project site (e.g., forklifts, yard hoppers).

As shown in Table 4.8-2, when combined with amortized construction emissions, the project would result in 7,209 MT of CO<sub>2</sub>e per year. Therefore, the project would not exceed the SCAQMD screening threshold of 10,000 MT of CO<sub>2</sub>e per year for industrial projects.

**Table 4.8-2 Estimated GHG Emissions**

| Emission Source                   | Annual Emissions (MT of CO <sub>2</sub> e/year) |
|-----------------------------------|-------------------------------------------------|
| <b>Construction</b>               |                                                 |
| <b>Amortized over 30 years</b>    | <b>37</b>                                       |
| <b>Operational</b>                |                                                 |
| Area                              | 20                                              |
| Energy                            | 1,767                                           |
| Mobile                            | 3,758                                           |
| Solid Waste                       | 288                                             |
| Water                             | 555                                             |
| Refrigerant                       | <1                                              |
| Off-Road                          | 784                                             |
| <b>Total Emissions</b>            | <b>7,209</b>                                    |
| <b>SCAQMD Screening Threshold</b> | <b>10,000</b>                                   |
| <b>Threshold Exceeded?</b>        | <b>No</b>                                       |

MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
Source: CalEEMod worksheets in Appendix B-1

As discussed in Section 4.8.3 (a), *Significance Thresholds*, the determination of whether project generated GHG emissions would have a significant impact on the environment is based on whether the applicable SCAQMD screening threshold is exceeded, in addition to consistency with the CAP Measures Consistency Checklist. As shown in Table 4.8-3 under Impact GHG-2, the project would be inconsistent with the Consistency Checklist Strategies 1.2, 1.4, and 1.6. Therefore, impacts would be potentially significant.

## Mitigation Measures

Implementation of Mitigation Measure GHG-1 (see Impact GHG-2) would be required in order to comply with the CAP Measures Consistency Checklist.

## Significance after Mitigation

Mitigation Measure GHG-1 would ensure that the project is consistent with the Rancho Cucamonga CAP, and would subsequently ensure that project emissions do not conflict with CAP goals and emissions reduction targets. Therefore, impacts would be less than significant with mitigation incorporated.

**Threshold 2:** Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

**Impact GHG-2** THE PROPOSED PROJECT WOULD NOT CONFLICT WITH THE GOALS AND POLICIES SET FORTH IN THE 2022 SCOPING PLAN AND 2020-2045 RTP/SCS. MITIGATION WOULD BE REQUIRED FOR CONSISTENCY WITH THE RANCHO CUCAMONGA CLIMATE ACTION PLAN. UPON IMPLEMENTATION OF MITIGATION, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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## Consistency with Applicable Plans and Policies

### *2022 Scoping Plan*

The principal State GHG reduction plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32 and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2022, the State passed AB 1279, which declares the State would achieve net-zero GHG emissions by 2045 and would reduce GHG emissions by 85 percent below 1990 levels by 2045. The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan's strategies that apply to the proposed project include the following:

- Reducing fossil fuel use, energy demand and VMT.
- Maximizing recycling and diversion from landfills.

The proposed project would be consistent with these goals through project design, which includes achieving LEED certification and complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. In addition, the proposed project would allocate 13 EV charging stations and 60 EV ready parking spaces, and would be served by Southern California Edison, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project is an infill development that would not convert natural lands and would contribute to the job and housing balance. In addition, the project site would implement 18 bicycle parking spaces to promote alternative modes of transportation.

Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the project. These include the CARB's Advanced Clean Truck Regulation, Executive Order

N-79-20, CARB's Mobile Source Strategy, CARB's Sustainable Freight Action Plan, and CARB's Emissions Reduction Plan for Ports and Goods Movement. CARB's Advanced Clean Truck Regulation in June 2020 requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium- and heavy-duty vehicles from Class 2b to Class 8.

Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium- and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new Zero-Emission Vehicles (ZEVs) "towards the target of 100 percent."

CARB's Mobile Source Strategy which includes increasing ZEV buses and trucks and their Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This plan applies to all trucks accessing the project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.

The project would not obstruct or interfere with efforts to increase ZEVs or State efforts to improve system efficiency. The project would also benefit from implementation of the State programs for ZEVs and goods movement efficiencies that reduce future GHG emissions from trucks. Therefore, the proposed project would be consistent with the State's long-term climate goals of carbon neutrality by 2045.

#### *SCAG 2020-2045 RTP/SCS*

The 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars in the SCAG region by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. The 2020-2040 RTP/SCS includes ten goals with corresponding implementation strategies for focusing growth near destinations and mobility options, encouraging regional economic prosperity, leveraging technology innovations, and supporting implementation of sustainability policies. The proposed project is an infill development that is located in close proximity to existing truck routes and freeways, and would not impact natural and working lands or restoration of habitats. In addition, the proposed project's proximity to residential communities and existing warehouse facilities north of the project site could potentially reduce commute times to new job opportunities and travel distances for trucks. The proposed project would allocate 73 parking spaces to electric (60 EV-Ready spaces and 13 EV-Installed spaces), meaning infrastructure that would support the future installation of EV charging stations would be provided. The project would also provide 18 bicycle parking spaces, promoting multimodal transportation for employees. Therefore, the proposed project would be consistent with the GHG emissions reduction strategies contained in the RTP/SCS.

#### *City of Rancho Cucamonga Climate Action Plan Checklist*

The CAP Checklist is required for projects that are subject to CEQA. General procedures for completing the Checklist are described below. Additional guidance is also provided under each of the questions in Steps 1 and 2 of the CAP Checklist.

- The City’s Planning Department reviews development applications and makes determinations regarding environmental review requirements under CEQA.
- The applicant must provide written documentation and supporting evidence that demonstrates how the project would implement each applicable Checklist requirement described herein to the satisfaction of the Planning Department.
- The “Project Information” section should include sufficient detail about the project to support the responses to the Checklist questions.
- Measures identified as applicable to the project in the Checklist shall be required as conditions of project approval.
- Each Checklist question describes the circumstances in which a response of not applicable (N/A) is appropriate.
- For each N/A response, written documentation and evidence supporting that response shall be provided to the satisfaction of the Planning Department.
- If an N/A response is provided for reasons other than those specifically provided in the Checklist, supporting documentation and/or evidence justifying the response shall be provided, subject to Planning Department approval. The Planning Department may conclude that a project is inconsistent with the CAP if it determines that one or more N/A responses is not supported by adequate documentation and/or evidence.
- A No response to a question in Step 2: CAP Measures Consistency would render a project inconsistent with the CAP.
- Projects required to complete this Checklist but that cannot demonstrate compliance with the CAP using this Checklist shall prepare a separate, project-level GHG analysis as part of the project’s CEQA compliance.

### **Step 1: Land Use Consistency**

Step 1 determines a project’s consistency with the growth assumptions of the CAP (which are based on the General Plan) by evaluating its consistency with the adopted land use designation of the City’s General Plan.

1. Is the proposed project consistent with the City’s adopted General Plan land use designation(s)?  
If **“Yes,”** proceed to Step 2  
If **“No,”** proceed to Question 2 of Step 1
2. For projects not consistent with the adopted General Plan land use designation(s), does the project include a General Plan Amendment that would generate GHG emissions equal to or less than estimated emissions generated under the existing designation?  
If **“Yes,”** proceed to Step 2 and provide a comparison of estimated GHG emissions under both the adopted and the proposed designations.  
If **“No,”** the project’s GHG impact is potentially significant, and the project’s GHG emissions impacts must be analyzed in accordance with CEQA and the *CEQA Guidelines*. The project is also required to complete Step 2 of the Checklist and implement the applicable measures. Other measures to reduce the project’s GHG emissions may also be required as part of the project’s CEQA compliance.

## STEP 2: CAP Measures Consistency

The second step of CAP consistency review is to evaluate a project's consistency with the applicable strategies and measures of the CAP. Each Checklist item is associated with specific GHG reduction strategies and measures in the City's CAP.

**Table 4.8-3 CAP Measures Consistency Checklist**

| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Electric Vehicle Charging (Strategy 1.2).</p> <p>Will the project provide the following amount of "EV Ready"<sup>2</sup> and "EV Installed"<sup>3</sup> parking spaces?</p> <p>Non-Residential<br/>Office and Industrial</p> <ul style="list-style-type: none"> <li>10% of parking spaces would be "EV Ready" or a minimum of 1 "EV Ready" space for 0-9 parking spaces, and</li> <li>5% of parking spaces would be "EV Installed" or a minimum of 1 "EV Installed" space for 0-20 parking spaces.</li> </ul> <p>Note: Calculations for required number of EV spaces shall be rounded up to nearest whole number.</p> <p>Check "N/A" if the project does not include the land uses listed above or would not provide any on- or off-street parking spaces.</p>                                                                                                                                 | <p><b>Consistent with Implementation of Mitigation.</b> The project would include three Van Accessible EV spaces, two EV Standard Accessible spaces, 55 EV Standard spaces, and 13 EV Standard Charging spaces for a total of 60 EV Ready spaces and 13 EV Installed spaces out of 362 total parking spaces. The 13 EV Installed spaces would represent 3.6 percent of all parking spaces, and would not achieve the 5 percent minimum required by this strategy. Upon implementation of Mitigation Measure GHG-1, the applicant would ensure that a minimum of 5 percent of parking spaces would be "EV Installed" or a minimum of one "EV Installed" space for 0-20 parking spaces.</p> |
| <p>2. Off-road Equipment (Strategy 1.4).</p> <p><u>Commercial and Industrial:</u> For heavy-duty off-road vehicles and equipment (defined as equal to or greater than 50 horsepower) use associated with project operations, will the project use zero emissions technology (e.g., Electricity) or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane)?</p> <p>Check "N/A" if zero emission equipment and/or fuel options are not commercially available for the Project's heavy-duty off-road equipment needs. To support an "N/A" response, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.</p> | <p><b>Consistent with Implementation of Mitigation.</b> It is anticipated that project operation would include heavy-duty off-road equipment such as forklifts and yard hoppers. Upon implementation of Mitigation Measure GHG-1, the applicant would be required to use zero emissions technology or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane).</p>                                                                                                                                                                                                                                                                                                            |
| <p>3. Construction Vehicles and Equipment (Strategy 1.6).</p> <p>For heavy-duty vehicles and equipment (defined as equal to or greater than 50 horsepower) used in construction of the project, will a minimum of 50% of vehicles and pieces of equipment be powered by electricity or other zero emissions technology or fuels?</p> <p>Check "N/A" if zero emission equipment and/or fuel options are not commercially available for the project's</p>                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Consistent with Implementation of Mitigation.</b> Project construction would require heavy-duty vehicles and equipment. Upon implementation of Mitigation Measure GHG-1, the applicant would use electric or other zero emissions technologies or fuels for a minimum of 50 percent of vehicles and pieces of equipment used. However, if zero emission equipment and/or fuel options are not commercially available for the project's heavy-</p>                                                                                                                                                                                                                                   |

<sup>2</sup> "EV Ready" = pre-wired with dedicated 208/240 branch circuit installed in wall that originates at electric service panel or sub-panel with a 40-ampere minimum overcurrent protection device and terminates into a cabinet, box, or enclosure, in a manner approved by the building official.

<sup>3</sup> "EV Installed" = EV Ready plus installation of Level 2 electric vehicle supply equipment (EV charger).

| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>heavy-duty off-road equipment needs. To support a “N/A” response, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project’s heavy-duty off-road equipment needs.</p> <p>Check “N/A” if the project does not require the use of heavy-duty construction equipment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>duty off-road equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project’s heavy-duty off-road equipment needs.</p>                                                                      |
| <p>4. Zero Net Electricity (Strategy 3.1 and 3.2).<br/>Residential and Non-Residential (except for projects located in the Neo Industrial (NI) and Industrial Employment (IE) zoning districts): Will the project include an on-site renewable energy generation system that generates an amount of electricity equal to annualized building demand?</p> <p>Check “N/A” if the project is located in the Neo-Industrial (NI) and Industrial Employment (IE) zoning districts and refer to question 5.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Not Applicable.</b> The project is located in the Neo-Industrial zoning district. Therefore, this checklist item is not applicable to the project.</p>                                                                                                                                                                                                                                                                                      |
| <p>5. On-Site Renewable Energy Systems for Projects in the Neo-Industrial and Industrial Employment Districts (Strategy 3.3).<br/>Neo-Industrial (NI) and Industrial Employment (IE) zoning districts: Will the project comply with Development Code Section 17.76.020, Development Criteria for Solar Systems, Subsection B., regarding on-site renewable energy systems?</p> <p>Check “N/A” if the project is not within the NI or IE zoning districts, or if located in an NI or IE zoning district, the project would not include construction of a new building.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Consistent.</b> The proposed project would comply with Development Code Section 17.76.020(B), Development Criteria for Solar Systems, regarding on-site renewable energy systems. Additionally, the proposed project would achieve LEED-certified designation.</p>                                                                                                                                                                          |
| <p>6. Transportation Demand Management (Strategy 12.1) Multi-Family Residential and Non-Residential: Will the project include all of the following strategies?</p> <ul style="list-style-type: none"> <li>▪ Provide pedestrian connections between all internal uses and to all existing or planned external streets that abut the project site; close any gaps in existing pedestrian network along internal streets or external streets that abut the site.</li> <li>▪ Provide end-of-trip bicycle facilities including secure, weather protected storage; bike parking; shower facilities; changing rooms; personal lockers.</li> <li>▪ Provide traffic calming measures, such as: designated areas where vehicles are prohibited; marked pedestrian crossings; curb extensions, speed tables, raised crosswalks/intersections, median islands, tight corner radii, roundabouts or mini traffic circles, planter strips with shade trees, chicanes.</li> <li>▪ Provide designated car-share, carpool, vanpool, and/or park-and-ride parking spaces.<sup>2</sup></li> <li>▪ Do not exceed the minimum code requirement for parking capacity.</li> </ul> <p>And include at least one of the following strategies?</p> | <p><b>Consistent.</b> The project would include pedestrian connections between all internal uses and existing streets. The project would provide 18 bicycle parking spaces (5 percent of required vehicle parking) pursuant to RCMC Section 17.64.110(B) and be consistent with all applicable Development Code and TDM requirements. Carpool and vanpool would be provided, and minimum code requirements for parking capacity would be met.</p> |

| Strategy/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>For Non-Residential projects, provide employees with financial incentives for commuting to work by modes other than driving alone, such as public transit, carpool/vanpool, walk/bike, or teleworking.</li> <li>For Multi-Family Residential projects, provide financial subsidies for using travel modes other than driving alone, such as free or discounted transit passes or other shared mobility services (e.g., bike- or scooter share; car-sharing programs)</li> <li>For Multi-Family Residential projects, require tenants/owners to purchase/rent vehicle parking separate from the cost to purchase/rent a residential unit.</li> <li>Implement a car-sharing program (for residents and/or employees).</li> </ul> <p>Check “N/A” if the project is a single-family residential project.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>7. Bike Lanes (Strategy 11.2)</p> <p>Will the project implement bike lane improvements on the City’s roadway network consistent with the General Plan or other City plans or requirements?</p> <p>Check “N/A” if the project is not required to implement any bike lane improvements or if required improvements are already in place.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p><b>Not Applicable.</b> There is no applicable requirement for the proposed project to implement bike lane improvements on the City’s roadway network.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p>8. Traffic Signal Timing (Strategy 13.1).</p> <p>Will the project implement traffic signal timing improvements on key commute corridor on the City’s roadway network consistent with the General Plan or other City plans or requirements?</p> <p>Check “N/A” if the project is not required to implement any traffic signal timing improvements or if required improvements are already in place.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p><b>Consistent.</b> Based on the non-CEQA transportation study prepared by Fehr and Peers in May 2024 (Appendix K-2), the project would contribute to the increase in delays at three intersections – Vineyard Avenue &amp; Foothill Boulevard; Vineyard Avenue &amp; Arrow Route; and Baker Avenue &amp; 8th Street. A new signal and re-striping would be required for the Baker Avenue &amp; 8th Street intersection, and signal timing optimization for the Vineyard &amp; Foothill Boulevard intersection and Vineyard Avenue &amp; Arrow Route intersection. Upon implementation of these improvements, the average delay at all three intersections would be LOS D or better, which would comply with the City’s policy and traffic impact analysis guidelines.</p> |
| <p>Note: The complete Rancho Cucamonga Climate Action Plan Consistency Review Checklist is included as Appendix G.<br/> Source: City of Rancho Cucamonga 2021c</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

### *Rancho Cucamonga Plan RC 2040*

The project would comply with the following policies from the Resource Conservation Chapter shown in Table 4.8-4. As shown therein, the proposed project would be consistent with the land use policies related to GHG emissions contained in the General Plan.

**Table 4.8-4 Consistency with Plan RC 2040**

| Goal/Policy                                                                                                                                                                                                                                                                                                                   | Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Resource Conservation Chapter</b>                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>RC-6.2 Renewable Energy:</b> Encourage renewable energy installations and facilitate green technology and business.                                                                                                                                                                                                        | <b>Consistent.</b> The proposed project would comply with Development Code Section 17.76.020(B), Development Criteria for Solar Systems, regarding on-site renewable energy systems. Photovoltaic systems and energy conservation measures would be consistent with the latest Title 24 Building Energy Efficiency Standards (Part 6) and Green Building Standards (Part 11). Additionally, the proposed project would achieve LEED-certified designation. |
| <b>RC-6.4 Urban Forest.</b> Protect the city's healthy trees and plant new ones to provide shade, carbon sequestration, and purify the air.                                                                                                                                                                                   | <b>Consistent.</b> Approximately 11.9 percent of the project site would be landscaped with trees and other vegetation. Vegetation would be installed along the majority of the project site perimeter and along southern and western aspects to provide shading.                                                                                                                                                                                           |
| <b>RC-6.8 Reduce Vehicle Trips.</b> Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses. | <b>Consistent.</b> The proposed project would incorporate applicable TDM strategies for warehouse operations, including carpools, vanpools, and bicycle parking. In addition, the project is an infill development located near residential and other industrial uses, and would promote shorter commuting distances for employees.                                                                                                                        |
| Source: City of Rancho Cucamonga 2021a                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

## Conclusion

The plan consistency analysis provided above demonstrates that the project complies with the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2022 Scoping Plan, SCAG's 2020-2045 RTP/SCS, and Plan RC 2040. However, the proposed project would conflict with the CAP due to the proposed project design features, such as the use of diesel fueled machinery and vehicles and an insufficient number of EV Installed parking spaces. Therefore, impacts would be potentially significant. Implementation of Mitigation Measure GHG-1 below would reduce impacts to a less than significant level.

## Mitigation Measures

### *GHG-1 Implementation of Climate Action Plan Measures*

The project applicant shall ensure that future project related activities incorporate all applicable CAP measures for which consistency is not demonstrated in Table 4.8-3, CAP Measures Consistency Checklist. The following GHG reduction measures are not satisfied through project design features, and would be required in order to ensure consistency with the CAP:

- Ensure that a minimum of 5 percent of parking spaces would be "EV Installed" or a minimum of one "EV Installed" space for 0-20 parking spaces;
- For heavy-duty off-road vehicles and equipment, including forklifts and yard hoppers, require the use of zero emissions technology or zero emissions fuels (e.g., renewable diesel, hydrogen, biomethane);



- For heavy-duty off-road vehicles and equipment used during construction, require the use of electricity or other zero emissions technologies or fuels for a minimum of 50% of vehicles and pieces of equipment used. However, if zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs, the applicant shall demonstrate that a minimum of three off-road equipment fleet owners/operators/fuel providers in the San Bernardino County or adjacent counties were contacted and responded that zero emission equipment and/or fuel options are not commercially available for the project's heavy-duty off-road equipment needs.

Plans indicating compliance with these GHG measures shall be provided to the City for review and concurrence prior to project approval.

### **Significance After Mitigation**

Implementation of Mitigation Measure GHG-1 would ensure that the project is consistent with all criteria set forth in the CAP Measures Consistency Checklist. Therefore, the project would not conflict with any applicable GHG plans and would not result in GHG emissions that would have a significant impact on the environment. Impacts would be less than significant with mitigation incorporated.

## **4.8.4 Cumulative Impacts**

GHG emissions and climate change are, by definition, cumulative impacts. The geographic scope for considering cumulative impacts related to GHG emissions is the state of California. Although GHG emissions have worldwide repercussions, the contribution of the project to the impact is addressed in light of the goals for reducing statewide emissions.

Statewide GHG emissions are an existing significant cumulative impact. As such, the State has established the following statewide emissions reductions targets:

- By 2020, reduce GHG emissions to 1990 levels.
- By 2030, reduce GHG emissions to 40 percent below 1990 levels.
- By 2045, reduce GHG emissions to 85 percent below 1990 levels.

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to the climate. Therefore, cumulative significance is based on the same thresholds as the proposed project. In the absence of an adopted numeric threshold for the City of Rancho Cucamonga, the significance of the project's GHG emissions is evaluated on the City's CAP Consistency Measures Checklist. In addition, consistency with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, 2020-2045 RTP/SCS, Plan RC 2040, and CAP. As discussed in Impact GHG-1, project GHG emissions would be approximately 7,209 MT of CO<sub>2</sub>e per year. In addition, as discussed in Impact GHG-2, the proposed project would be consistent with the statewide and regional plans by including a photovoltaic system and energy conservation measures consistent with the latest Title 24 Building Energy Efficiency Standards (Part 6) and Green Building Standards (Part 11). Furthermore, the proposed project would be an infill development that would not convert natural lands and would contribute to the job and housing balance. The project site would implement 18 bicycle parking spaces, which would promote alternative modes of transportation for residential uses within half a mile of the project site. These project design

features, in addition to the implementation of Mitigation Measure GHG-1, would ensure consistency with the City's CAP, which is the most applicable local plan for GHG impacts. Therefore, the proposed project would be consistent with the State, regional, and local plans. Thus, based on the *CEQA Guidelines* for determining the significance of GHG emissions, while cumulative impacts are significant, the proposed project's contribution would not be considerable.

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## 4.9 Hazards and Hazardous Materials

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The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.96-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

This section analyzes the project's potential impacts associated with exposure to hazards and hazardous materials. This analysis contains a description of hazards and hazardous materials that may exist on site or impact the project; and addresses impacts related to hazardous materials use and transportation, the accidental release of hazardous materials, development on contaminated sites, air traffic hazards, and interference with emergency response and evacuation plans. The analysis is based on the following resources:

- *9<sup>th</sup> Street & Vineyard Avenue Assemblage Rancho Cucamonga, California Phase I Environmental Site Assessment (ESA)* prepared by Avocet Environmental, Inc., on June 14, 2019 (Avocet 2019a; Appendix H-1)
- *SWC 9<sup>th</sup> Street & Vineyard Avenue Rancho Cucamonga, California Phase II Investigation* prepared by Avocet Environmental, Inc., on June 17, 2019 (Avocet 2019b; Appendix H-2)
- *Asbestos and Lead Demolition/Renovation Survey Report for 6 Buildings 9<sup>th</sup> Street and Vineyard Avenue, Rancho Cucamonga, California* prepared by ATC Group Services, LLC. on May 10, 2019 (ATC 2019; Appendix H-3)
- *9<sup>th</sup> Street & Vineyard Avenue Rancho Cucamonga, California Soil Management Plan* prepared by Avocet Environmental, Inc., on June 4, 2021 (Avocet 2021; Appendix H-4)

### 4.9.1 Setting

#### a. Hazardous Materials

The term “hazardous material” has different definitions for different regulatory programs. For the purpose of this EIR, the term “hazardous materials” refers to both hazardous materials and hazardous waste. The California Health and Safety Code Section 25501(n)(1) defines a hazardous material as any material that “because of its quantity, concentrations, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment.” Hazardous materials include but are not limited to hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or environment.

A material is hazardous if it exhibits one or more of the following characteristics: toxicity, ignitability, corrosivity, and reactivity. These types of hazardous materials are defined below:

- **Toxic Substances.** Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability, or even death. For example, such substances can cause disorientation, acute allergic reactions, asphyxiation, skin irritation, or other adverse health effects if human exposure exceeds certain levels (the level depends on the substances involved and is chemical-specific). Carcinogens, substances that can cause cancer, are a special

class of toxic substances. Examples of toxic substances include benzene (a component of gasoline and suspected carcinogen) and methylene chloride (a common laboratory solvent and a suspected carcinogen).

- **Ignitable Substances.** Ignitable substances are hazardous because of their ability to burn. Gasoline, hexane, and natural gas are examples of ignitable substances.
- **Corrosive Materials.** Corrosive materials can cause severe burns. Corrosives include strong acids and bases such as sodium hydroxide (lye) or sulfuric acid (battery acid).
- **Reactive Materials.** Reactive materials may cause explosions or generate toxic gases. Explosives, pure sodium or potassium metals (which react violently with water), and cyanides are examples of reactive materials.

Soil and groundwater can become contaminated by hazardous material releases in a variety of ways, including permitted or illicit uses and accidental or intentional disposal or spillage. Before the 1980s, most land disposal of chemicals was unregulated, resulting in numerous industrial properties and public landfills becoming dumping grounds for unwanted chemicals. The largest and most contaminated of these sites became Superfund sites, so named for their eligibility to receive cleanup money from a federal fund established under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). The National Priorities List (NPL) is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the United States Environmental Protection Agency (USEPA) in determining which sites warrant further investigation. Sites are added to the NPL following a ranking system.

Numerous smaller properties have been designated as contaminated sites. Often these are gas station sites where leaking underground storage tanks (LUSTs) were upgraded under a federal requirement in the late 1980s. Another category of sites that may have some overlap with the types already mentioned is “brownfields” – previously used, often abandoned, sites that due to actual or suspected contamination are undeveloped or underused. Both the USEPA and California Department of Toxic Substances Control (DTSC) maintain lists of known brownfields sites. These sites are often difficult to inventory due to their owners’ reluctance to publicly label their property as potentially contaminated.

### **Asbestos Containing Materials, Lead, and Lead-Based Paint**

Asbestos is a naturally occurring fibrous material that was widely used in structures built between 1945 and 1978 for its fireproofing and insulating properties. Asbestos-containing materials (ACM) were banned by USEPA between the early 1970s and 1991 under the authority of the federal Clean Air Act (CAA) and the Toxic Substances Control Act (TSCA) due to their harmful health effects. Exposure to asbestos increases risk of developing lung disease, such as lung cancer, mesothelioma, or asbestosis (USEPA 2023a). Common ACMs include vinyl flooring and associated mastic, wallboard and associate joint compound, plaster, stucco, acoustic ceiling spray, ceiling tiles, heating system components, and roofing materials. Pre-1973 commercial and industrial structures are affected by asbestos regulations if damage occurs, or if remodeling, renovation, or demolition activities disturb ACMs.

Lead is a naturally occurring metallic element. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs. Lead can affect almost

every organ and system in the body. In children, lead can cause behavior and learning problems, lower IQ and hyperactivity, hearing problems, and anemia. In adults, lead can cause cardiovascular effects, decreased kidney function, and reproductive problems. In addition, lead can result in serious effects to the developing fetus and infant for pregnant women (USEPA 2023b). Among its numerous uses and sources, lead can be found in paint, water pipes, solder in plumbing systems, and in soils surrounding buildings and structures that are painted with lead-based paint (LBP). LBP was primarily used during the same time period as ACMs. Pre-1978 commercial and industrial structures are affected by LBP regulations if the paint is in a deteriorated condition or if remodeling, renovation, or demolition activities disturb LBP surfaces.

An asbestos and LBP survey was conducted in May 2019 for the project site. A building material is considered to be an ACM if at least one sample collected from the homogenous material shows asbestos present in an amount greater than one percent (>1 percent). Materials with less than one percent (<1 percent) asbestos are not regulated by the USEPA or Federal Occupational Safety and Health Administration (OSHA). However, the California Division of Occupational Safety and Health does regulate materials with greater than one-tenth of one percent (>0.1 percent) under California Code of Regulations (CCR) Title 8, Section 1529. These materials are considered asbestos-containing construction materials (ACCM). Asbestos was identified in several of the previously existing on-site buildings, in materials such as window putty, roof mastic, carpet mastic, and floor tiles. For a complete list of ASM materials found in the previous buildings on the project site, refer to the Asbestos and Lead-Based Survey in Appendix H-3 (Avocet 2019c).

Similarly, LBP was identified in several of the paints used throughout the previously existing buildings. The California Department of Public Health (as defined in Title 17 CCR) and United States Department of Housing and Urban Development define LBP as paints containing greater than 1.0 mg/cm<sup>2</sup>, as well as paints containing greater than or equal to 0.5 percent lead by weight or 5,000 mg/kg or ppm total lead. Paint containing less than these amounts but greater than the limit of detection is generally termed lead-containing paint (LCP). LBP and LCP generally do not pose a health risk unless the material is disturbed or sufficiently deteriorated to produce dust, which may be airborne and inhaled or ingested.

## **Hazardous Materials Sites**

The locations where hazardous materials are used, stored, treated and/or disposed of comes to the attention of regulatory agencies through various means, including licensing and permitting, enforcement actions, and anonymous tips. To the extent possible, the locations of these businesses and operations are recorded in database lists maintained by various federal, State, and local regulatory agencies. In addition, federal, State, and local agencies enforce regulations applicable to hazardous waste generators and users, and the Rancho Cucamonga Fire Protection District (Fire District) coordinates hazardous materials and emergency preparedness planning with other City departments and outside agencies.

Permitted uses of hazardous materials include those facilities that use hazardous materials or handle hazardous wastes in accordance with current hazardous materials and hazardous waste regulations. The use and handling of hazardous materials from these sites is considered low risk, although there can be instances of unintentional chemical releases. In such cases, the site would be tracked in the environmental databases as an environmental case. Permitted sites without documented releases are, nevertheless, potential sources of hazardous materials in the soil and/or groundwater due to accidental spills, incidental leakage, or spillage that may have gone undetected.

Some facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

The potential to encounter hazardous materials in soil and groundwater in the City is generally based on a search of federal, State, and local regulatory databases that identify permitted hazardous materials uses, environmental cases, and spill sites. The DTSC EnviroStor database contains information on properties in California where hazardous substances have been released or where the potential for a release exists. The California State Water Resources Control Board (SWRCB) GeoTracker database contains information on properties in California for sites that require cleanup, such as LUST sites, which may impact, or have potential impacts, to water quality, with emphasis on groundwater.

## **Other Potential Hazards**

Other hazards that have the potential to impact the project are chemical storage and use; odors; pits, pools and lagoons; polychlorinated biphenyls, wildland fire hazards, airport hazards and hazardous materials transported on nearby roadways. These potential hazards are further discussed below. Section 4.10, *Hydrology and Water Quality*, discusses potential hazards related to dam failure and flooding, and Section 4.19, *Wildfire*, provides a detailed discussion on the hazards associated with wildfire.

### *Indoor Air Quality*

As part of the Phase II Investigation prepared for the project site, soil vapor samples were conducted in the immediate vicinity of the former underground storage tank (UST) locations of the former Patrini Shoes and Scheu Steel facilities to determine if a potential vapor intrusion condition had occurred and poses a threat to human health (Appendix H-2; Avocet 2019b). Potential indoor air concentrations were tested for the following compounds: MEK, fuel-related volatile organic compounds (VOCs), tetrachloroethylene and trichloroethylene. All soil vapor samples resulted in the tested compounds being below applicable screening levels.

In addition, a vapor encroachment condition (VEC) can occur from an off-site source migrating beneath a property. According to the Phase I ESA, none of the regional groundwater plumes underlie the project site, nor are there any nearby sites with documented VOC releases that are likely to have impacted the project site (Appendix H-1; Avocet 2019a). As such, it appears unlikely a VEC exists at the project site.

### *Chemical Storage and Use*

During the Phase I ESA site visit it was found that the project site past uses included the storage and use of liquid oxygen, hydraulic oil, and other POLs, coolant, pesticides/herbicides and gasoline. There were no storage tanks other than the aboveground storage tank (AST) for liquid oxygen observed during the Phase I ESA site visit.

### *Odors*

No odors indicative of hazardous materials or petroleum material impacts were detected at the time of the Phase I ESA site visit.

### *Pits, Pools, Lagoons*

No pits, ponds or lagoons were observed within the project site at the time of the Phase I ESA site visit.

### *Polychlorinated Biphenyls*

No polychlorinated biphenyls (PCB)-containing materials, including transformers, were observed within the project site during the Phase I ESA site visit.

### *Wildland Fire Hazards*

Wildfires are large-scale brush and grass fires in undeveloped areas. Wildfires are often caused by human activities, such as equipment use and smoking, and can result in loss of valuable wildlife habitat, soil erosion, and damage to life and property. The level of wildland fire risk is determined by a number of factors, including:

- Frequency of critical fire weather;
- Percentage of slope;
- Existing fuel (vegetation, ground cover, building materials);
- Adequacy of access to fire suppression services; and
- Water supply and water pressure.

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to the following three risk levels: Moderate, High, and Very High. These risk levels are determined based on vegetation density, adjacent wildland Fire Hazard Severity Zone (FHSZ) scores, and distance from wildland area. Each area of the map gets a score for flame length, embers and the likelihood of the area burning. The City of Rancho Cucamonga is categorized as a Local Responsibility Area by CAL FIRE. The project site is mapped as a non-very high FHSZ. There are areas within the City mapped as very high FHSZ; however, they occur in the northern portion of the City adjacent to National Forest land (CAL FIRE 2023). The project site is located in the southwestern portion of the City, approximately 5.5 miles from the very high FHSZ.

### *Airport Proximity*

The nearest airport to the project site is the Ontario International Airport, located approximately 2.1 miles to the south. The Ontario International Airport is owned and operated by Ontario International Airport Authority, a Joint Powers Authority governed under an agreement with the City of Ontario and San Bernardino County. Located within the City of Ontario, the Ontario International Airport is a publicly owned commercial service airport. The Ontario International Airport has two runways and provides services to passenger and cargo airlines. As identified in the Ontario International Airport Land Use Compatibility Plan adopted in 2011, the entire project area is within the Airport Influence Area. The northern portion of the project site is within the Federal Aviation Administration (FAA) Obstruction Surfaces Area, which, per Federal Aviation Regulations Part 77 (FAR Part 77), Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. The southern portion of the project site is within FAA Height Notification Area, which, per FAR Part 77, Subpart C, establishes standards for determining obstructions to air navigation.



## Past Uses

As discussed in Section 2, *Project Description*, the site is in an urban area that has been previously graded and developed, and is surrounded by roads and urban structures (industrial buildings, residential buildings, and commercial buildings). The project site is currently vacant, with the exception Baker House on the west side of the site at 8803 Baker Avenue.

Based on review of historical aerial photographs and topographic maps, the project site was used for agriculture from at least as far back as 1938, at which time it featured three small agricultural holdings, each of which appears to have featured a residence and detached support structures. A majority of the project site was planted with trees, which, based on the area's history, are assumed to have been citrus trees. Additional residences and a few small commercial/industrial structures had been added by 1949, which included a welding shop that has since been demolished. At the northeast corner of the project site, at 8847 East 9<sup>th</sup> Street, was recently occupied by Merchant Landscape Services, the building was demolished in February to April 2022. By 1959, the assumed citrus tree orchards had been cleared, and a radio station and three of the four associated radio masts were constructed at 8729 East 9<sup>th</sup> Street. A Scheu Steel Supply building had been constructed in the southeast corner of the project site, at 8830 Vineyard Avenue. The Scheu Steel building was later extended to the west and a fourth radio mast was added south of the radio station. By 1975, the former Patrini Shoes building had been constructed inside the southern project site boundary, at 8855 Baker Avenue. The Patrini Shoe building was later extended to the east. Around 2016, all but one of the residential structures at the project site was removed.

## Sensitive Receptors

Sensitive populations are more susceptible to the effects of unintended releases of hazardous or toxic materials than the general population. Land uses considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The project site is within the Cucamonga School and Chaffey Joint High School Districts and is located adjacent to the Ontario-Montclair School District). Sensitive land uses surrounding the project site consist predominately of single-family residential communities and schools. Information on specific schools close to the project, along with other known sensitive populations, including residences, playgrounds, and churches is provided below in Table 4.9-1.

**Table 4.9-1 Sensitive Receptors**

| Receptor Description                           | Distance and Direction from Project |
|------------------------------------------------|-------------------------------------|
| Single-Family Residential Community            | Adjacent to the north               |
| Single-Family Residential Community            | 80 feet to the west                 |
| Montessori School Preschool and Daycare Center | 140 feet to the northwest           |
| Chabad of the Inland Empire                    | 200 feet to the north               |
| San Antonio Christian School                   | 260 feet to the south               |
| Single-Family Residential Community            | 260 feet to the south               |
| Kid's Club                                     | 485 feet to the south               |
| Los Amigos Elementary School                   | 375 feet to the northwest           |
| Single-Family Residential Community            | 390 feet to the southeast           |
| Chinese Christian Family Church                | 690 feet to the north               |

| Receptor Description                                                                                                | Distance and Direction from Project |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| Dorothy Gibson High School                                                                                          | 1,560 feet to the south             |
| Arroyo Elementary School                                                                                            | 1,560 feet to the south             |
| Bear Gulch Park                                                                                                     | 2,000 feet to the northeast         |
| Bear Gulch Elementary School                                                                                        | 2,400 feet to the northeast         |
| Valley View High School                                                                                             | 2,220 feet to the south             |
| Source: Health Risk Assessment for 9 <sup>th</sup> Street and Vineyard Avenue Warehouse Project, 2023, Appendix B-2 |                                     |

According to databases of hazardous material sites maintained by the DTSC (EnviroStor) and the SWRCB (GeoTracker), the project site does not contain any active or inactive hazardous sites, corrective action sites, military evaluation sites, State response sites, tiered permit sites, voluntary cleanup sites, school cleanup sites, evaluation sites, USTs and cleanup program sites (DTSC 2023; SWRCB 2023).

## **b. Existing Site Conditions**

### **Current Uses**

The project is comprised of nine contiguous parcels and is currently vacant with the exception of the Baker House. The project site has been heavily disturbed by past residential, commercial, and industrial development. Table.4.9-2 summarizes current uses of the nine different project parcels.

**Table.4.9-2 Project Addresses and Existing Uses**

| Address                                 | Existing Use                            |
|-----------------------------------------|-----------------------------------------|
| 8855 Baker Avenue                       | Vacant, formerly industrial             |
| 8729 East 9 <sup>th</sup> Street        | Vacant, formerly office                 |
| 8817 Baker Avenue                       | Vacant, formerly residential            |
| 8803 Baker Avenue                       | Abandoned home                          |
| 8769 Baker Avenue                       | Vacant, formerly residential            |
| 8830 Vineyard Avenue                    | Vacant, formerly industrial             |
| 8847 East 9 <sup>th</sup> Street        | Vacant, formerly industrial             |
| 8810 Vineyard Avenue                    | Vacant, formerly industrial/residential |
| 8705 & 8725 East 9 <sup>th</sup> Street | Vacant, formerly residential            |

### **Phase I and II Environmental Site Assessment**

A Phase I and II ESA was conducted for the project site (Avocet 2019a and 2019b). In addition, an Asbestos and Lead Demolition/Renovation Survey Report was prepared (ATC 2019), and a Soil Management Plan was prepared by (Avocet 2021). As part of the Phase I ESA, a review of federal, State, and local regulatory agency databases provided by Environmental Data Resources was conducted to evaluate the likelihood of contamination incidents at and near the project site. Table 4.9-3 lists the results for the on-site parcels. The database sources and the search distances are in general accordance with the requirements of American Society for Testing and Materials (ASTM) E 1527-13.

**Table 4.9-3 Environmental Data Resources Results for On-site Parcels**

| Address                            | Company/Individual                  | Database                                                                   | Comment                                                                                                                                                             |
|------------------------------------|-------------------------------------|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8847 9 <sup>th</sup> Street        | Fernando A Rodriguez                | HAZNET                                                                     | Pertains to the disposal of 0.15 tons of waste oil and mixed oil in 2010                                                                                            |
|                                    |                                     | PEST LIC                                                                   | Pertains to an active license to possess and use pesticides                                                                                                         |
| 8729 9 <sup>th</sup> Street        | Unnamed                             | California Hazardous Material Incident Report System (CHMIRS)              | Report of damage to a sewer main with an excavator while completing storm drain installation that resulted in a minor sewage release that was reportedly cleaned up |
| 8705 & 8725 9 <sup>th</sup> Street | 24K Industrial Building             | National Pollutant Discharge Elimination System (NPDES)                    | Pertains to an NPDES permit for construction activities, with an active date between October 2015 and August 2016                                                   |
|                                    |                                     | California Integrated Water Quality System                                 | Pertains to the regulation of discharges from a construction project                                                                                                |
|                                    | Summit Development Corporation      | HAZNET                                                                     | Pertains to the disposal of ACMs in 2016                                                                                                                            |
| 8817 Baker Avenue                  | Rancho Cucamonga Property           | HAZNET                                                                     | Pertains to the disposal of ACMs in 2016                                                                                                                            |
| 8803 Baker Avenue                  | Dennis Myskow                       | HAZNET                                                                     | Pertains to the disposal of 0.608 tons of waste oil and mixed oil in 2010                                                                                           |
| 8830 Vineyard Avenue               | Formerly Scheu Steel Supply Company | Facility Index System (FINDS)                                              | Pertains to the regulation of hazardous materials and wastes                                                                                                        |
|                                    |                                     | Historical Underground Storage Tank                                        | Pertains to two former USTs at the site                                                                                                                             |
|                                    |                                     | HAZNET                                                                     | Pertains to the disposal of 0.2 tons of unspecified oil-containing waste in 2016                                                                                    |
|                                    |                                     | San Bernardino County Permit                                               | Pertains to the regulation of hazardous materials and wastes generated at the site                                                                                  |
|                                    |                                     | Statewide Environmental Evaluation and Planning System UST                 | Pertains to two former USTs at the site                                                                                                                             |
|                                    |                                     | California Facility Inventory Database UST                                 | Pertains to two former USTs at the site                                                                                                                             |
| 8855 Baker Avenue                  | Masco Contractor Services           | San Bernardino County Permit                                               | Pertains to the regulation of hazardous materials and wastes generated at the site                                                                                  |
|                                    | Columbia Ribbon Carbon Mfg Co       | Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG) | Pertains to the regulation of hazardous materials and wastes generated at the site                                                                                  |

Source: Avocet 2019a

### *Site Observations*

During the March 2019 site visit conducted for the Phase I ESA, the project site was partially developed. The remaining buildings were demolished in February to April 2022 with the exception of the Baker House. The developed portions are discussed in the Phase I ESA in Appendix H-1 and summarized below.

#### **8855 BAKER AVENUE (FORMER PATRINI SHOE FACILITY)**

The southwest quadrant of the project site contained the former Patrini Shoes facility; however, the western half has never been developed. Occupants after Patrini Shoes included Scheu Steel, which used it for powder coating, and Paragon Schmid and Masco Contractor Services, both of which were building material/component distributors. Little is known about historical operations in and around the former building at 8855 Baker Avenue other than that Patrini Shoes operated seven USTs for MEK and MIBK storage. These seven USTs were permanently closed by removal in February 1990.

Access to the former warehouse building (8855 Baker Avenue) and parking lot is via an asphalt-paved road from Baker Avenue through a normally locked gate. Ecoplast, the most recent occupant, specialized in recycling plastics, which was then processed into small beads that could be easily transported and melted down for reuse. It appears, however, that the processing was conducted elsewhere; Ecoplast used the building to store excess processed plastic in “super sacks.” The northwestern part of the building featured unused office space, while the warehouse encompassed the remainder. The inside of the building featured concrete floors, open space, with two bathrooms. Miscellaneous items, including old furniture and tools, were stored in the southwest corner of the building. Floor drains inside the building were not observed but two holes in the concrete floor, both approximately four inches in diameter and at least 12 inches deep, were observed. The holes feature a steel lining with a threaded collar, suggesting they may have been related to the powder coating or other equipment previously installed in the former building. Hazardous materials or wastes at the property were not observed, although liquid was observed leaking from large bales of plastic bags and staining the floor in the immediate vicinity. The former building at 8855 Baker Avenue featured a parking lot on the north side, a small canopy attached to the eastern side, and a recessed loading dock along the western side. Miscellaneous equipment, including parts for a former conveyor belt, was observed outside the southern wall of the building.

#### **8803, 8817, AND 8769 BAKER AVENUE**

The parcels at 8803 and 8817 Baker Avenue were residential and featured as many as three separate homes in the past, although only one abandoned home remains, at 8803 Baker Avenue (the Baker House). The remaining home is in a state of disrepair and the windows are boarded up. Concrete debris was observed behind (east of) the abandoned home at a location that coincides with the former swimming pool visible in historical aerial photographs. The parcel at 8769 Baker Avenue is currently vacant. It featured a residential or commercial structure in 1966, but this structure was not observed during the March 2019 site visit. The parcel is partially fenced along Baker Avenue, although there is no east-west fencing to separate it from the parcels to the south.

#### **8705 AND 8725 EAST 9<sup>TH</sup> STREET**

The properties at 8705 and 8725 East 9<sup>th</sup> Street were located immediately west of the former office building. The two parcels are now vacant. 8705 East 9<sup>th</sup> Street was occupied by Castellini Welding and Fabrication until at least 1995, while 8725 East 9<sup>th</sup> Street apparently was occupied by Lucy Ricci between 1956 and 2003, suggesting it was a residence. Demolition debris was observed scattered

around the property, including pieces of concrete pipe, broken glass, wood, and masonry. It is not clear whether the pipe debris contains asbestos (i.e., is asbestos-concrete pipe); however, only two lengths of broken pipe totaling approximately five feet were observed. One of the smaller building pads, possibly for a garage, was inscribed with the date April 21, 1999 and was painted red. Red paint can contain elevated concentrations of lead and/or other metals, although the average concentrations typically would not make the concrete a hazardous waste unless the lead is soluble. Given the inscribed date, however, the red paint was unlikely to be LBP.

### **8729 EAST 9<sup>TH</sup> STREET**

The former facility was most recently used by radio station KSPA, which broadcasted Vietnamese-language content. Based on historical aerial photographs and City Directory information, the parcel had been used for radio broadcasting since it was first developed. The parcel featured an office building with associated parking lot along East 9<sup>th</sup> Street, inside which were several audio studios and offices for personnel. The remainder of the parcel was undeveloped except for four radio masts supported by guy wires. A backup electrical generator was not observed.

### **8847 EAST 9<sup>TH</sup> STREET AND 8810 VINEYARD AVENUE**

The former building was most recently occupied by Merchant Landscape Services, which operated out of the building at 8847 East 9<sup>th</sup> Street. The building featured office space and a workshop in which landscaping equipment was stored and maintained. The eastern part of the workshop was subdivided into three gated areas along the northern side and an open work area along the southern side. The three gated areas were used to store cleaning supplies, paint, tools, oil for equipment, fertilizer, and various herbicides and pesticides. The pesticides and herbicides were stored in their own gated area. The pesticides and herbicides were stored on shelves in containers of one- to five-gallon capacity. There was no secondary containment for any of the pesticides and herbicides and some of the containers were stored directly on the ground. Indications of significant spills were not observed during the March 2019 site visit, although there were indications that *de minimis* spills may have occurred while filling handheld sprayers and other application equipment. Secondary containment for other liquids (oil, paint, etc.) similarly was not observed. Across from the gated storage areas were stacks of spare tires, generators, workbenches, and various equipment parts from lawnmowers and weed whackers.

Additional gated storage areas were located along the northern and southern walls inside the western portion of the workshop. There were a total of ten gated areas, each assigned to a specific account (or maintenance site). Typical equipment stored inside the gated areas during the site visit included lawnmowers, weed whackers, leaf blowers, traffic cones, waste containers, and gas cans for filling up the gasoline-powered equipment. The gas cans were not provided with secondary containment; however, none of them appeared to be leaking. Ride-on lawnmowers were observed between the storage areas. No floor drains were observed inside the workshop. *De minimis* oil stains were observed on the concrete floor throughout the workshop.

The area immediately to the west and south of the Merchant Landscape building were used to park vehicles, trailers, and equipment. Merchant Landscape used the area to the west of the warehouse to stage potted plants and soil for planting. There was also a trailer loaded with empty buckets and traffic cones and several spare wheels next to the potted plants. There were two storage containers located outside the southern wall of the warehouse. The containers were used to store additional equipment, such as fertilizer spreaders, and fertilizer. Other pieces of equipment were stored along

the southern wall of the warehouse during the site visit, such as ride-on lawnmowers, an empty storage tank for liquid, traffic signage, and additional fertilizer spreaders.

To the south of the equipment storage yard was an open, unpaved area at 8810 Vineyard Avenue. This area was used for employee parking and to stage green waste. In total, the area covered with green waste was estimated at approximately 1.5 acres. Merchant Landscape processed the green waste little by little and disposed of it inside the green waste container that was located on the site, which was then transported off-site for disposal. Tree trunks, branches, mulch, and other vegetation cuttings, as well as trash and debris, were observed scattered throughout the green waste area. One small pile of concrete debris was also noted in the northeastern part of the green waste staging area. The southeastern corner of 8810 Vineyard Avenue is currently vacant.

### **8830 VINEYARD AVENUE**

The former building was most recently occupied by Scheu Steel at the southeastern quadrant of the site at 8830 Vineyard Avenue. Among other things, Scheu Steel produced sheet and plate steel products and structural steel members. Related operations inside the Scheu Steel building included plasma and flame cutting, metal forming, shearing, sawing, hole drilling, and hole punching. Related machine tools in the building included six industrial saws, two Cincinnati shear machines, a flame cutting table, a plasma cutting table, four press brakes for shaping sheet material, two hydraulic punch presses, and a plate beveling machine. In addition to machinery, the building featured two small flammables storage cabinets containing spray paints and enamel. Scheu Steel generated small quantities of hazardous waste, including waste oil and waste coolant (cutting fluid). These wastes were stored in 55-gallon drums on a plastic secondary containment pallet. During the March 2019 site visit, there were four drums on the secondary containment pallet, along with four, one-gallon containers of antifreeze/coolant and one container of synthetic oil. Stored next to the 55-gallon drums, without secondary containment, were five gas cans and a car battery. The concrete floor beneath the gas cans was stained with oil. Staining was also observed on the concrete floor beneath several of the machine tools in the building.

Outside the former warehouse along the southern wall of the building was an AST for propane. Immediately to the west of the propane AST was a small, attached shed that houses tumbling equipment used to deburr machined or cut metal parts. Stored outside along the southwestern corner of the warehouse were gas cylinders and a 1,625-gallon AST for liquid oxygen used for plasma cutting. A drainage pipe was observed to the southwest of the warehouse building and the liquid oxygen AST. According to Scheu Steel, stormwater runoff from that area of the property entered the pipe and flows beneath the railroad tracks, while the remainder of the property generally drains to the east, toward Vineyard Avenue. The property receives run-on from the north-adjointing property at 8810 Vineyard Avenue. In an attempt to deflect this run-on to the east, toward Vineyard Avenue, Scheu Steel built a berm along the north side of the building. The berm is constructed of broken and crushed concrete reportedly obtained from the previously residential property to the north (8810 Vineyard Avenue). Also located along the northern wall of the building were hoppers for collecting dust and particulates generated during metal cutting and machining processes. The area to the south of the building was used for outdoor storage of metal products, scrap metal, and equipment such as forklifts. The Scheu Steel facility also featured a small office building trailer to the southeast of the main fabrication building and a surrounding parking lot for clients and employees. Based on the available historical aerial photographs, the office building was removed in or around 1985.

Immediately to the south of the industrial building formerly occupied by Scheu Steel Supply Company and west of Vineyard Avenue was a cellular tower owned by Pegasus Tower Company, LLC. Scheu Steel had used the approximately 2.5-acre area to the west of the warehouse for additional outdoor storage of steel products. Nine empty 55-gallon drums were observed in the northwest corner of this area. The drums were labeled for hydraulic oil, which were used in several of the machine tools in the Scheu Steel building. In addition to metal and empty drum storage, multiple stockpiles of material were observed in the southern portion of this area. Scheu Steel stated that the stockpiled material is asphalt grindings from adjacent street work and that it was periodically used to repair erosion damage and fill in low spots where surface water might otherwise pond. The material is also spread on the unpaved roads at the property for dust suppression. The Phase I ESA estimated approximately 750 cubic yards of the asphalt grindings material stockpiled at the project site.

### *Phase I and II Conclusions*

Based on Avocet's Phase I ESA, the site was used for agriculture from at least as far back as 1938 and up to 1959 (Avocet 2019a). Specifically, a majority of the site was planted with trees, assumed to have been citrus trees. In the Phase I ESA report, organochlorine pesticides (OCPs) were widely used in orchards in the United States in the 1930s through 1950s. In addition to agriculture, portions of the site featured residential structures, one of which is still standing at 8803 Baker Avenue. Commercial and industrial development at the site began as early as 1949, with the addition of a welding shop, although it has since been removed (Avocet 2019a). The site has featured a total of nine USTs in the past, seven of the USTs were located at 8855 Baker Avenue and were operated by Patrini Shoes. All seven USTs had a capacity of 2,000 gallons and six contained methyl ethyl ketone (MEK) while one contained methyl isobutyl ketone. The two remaining USTs were located at 8830 Vineyard Avenue and were operated by Scheu Steel: a 4,000-gallon tank for diesel fuel and a 1,000-gallon tank for gasoline. Although available laboratory data did not indicate that the USTs had impacted the subsurface and none of the regulatory agencies involved in the removal of these USTs appear to have requested additional sampling or investigation, no formal UST closure documentation was available. Other conditions and/or features at the site include the documented storage of pesticides and herbicides by Merchant Landscape, and both Merchant Landscape and Scheu Steel operated and maintained equipment that contains petroleum, oils, and lubricants (POLs), and Avocet observed POL stains in certain work areas.

Based on the findings from the Phase I ESA, Avocet conducted a Phase II investigation at the site in April 2019, which involved the collection and analysis of soil matrix and soil vapor samples (Avocet 2019b). The investigation addressed the possible presence of residual pesticides, including arsenic and lead, in near-surface soils at the site in accordance with California DTSC guidance. Although trace concentrations of a few OCPs were detected, the concentrations were below potentially applicable screening levels. Arsenic was not detected in near-surface soil, and the reported lead concentrations were below potentially applicable screening levels.

Avocet also investigated potential impacts to shallow soil in the vicinity of the Merchant Landscape and Scheu Steel buildings, where POLs and pesticides had been used or stored. Avocet found oil stains visible at the ground surface, though, the finding was determined to be *de minimis*; however, one soil sample collected from Boring B-8, located immediately outside of the Merchant Landscape building, contained naphthalene at a concentration marginally above the industrial DTSC modified Screening Level (DTSC-SL). Pursuant to this detection, Avocet conducted step-out soil sampling to the north, west, and south of Boring B-8; however, naphthalene was not detected in any of the step-out samples. Based on the analytical results from the step-out borings, Avocet concluded the

surficial soil impacts visible at the ground surface are highly localized around Boring B-8 and may not extend beyond the visible staining. Moreover, the five-foot soil sample from Boring B-8, although not analyzed for volatile organic compounds (VOCs), did not contain total petroleum hydrocarbons (TPH), indicating that impacted soil is also limited vertically within two or three feet of the ground surface. Based on the investigation results, Avocet recommended that the soil in the immediate vicinity of Boring B-8 be segregated during site redevelopment activities, sampled for profiling purposes, and transported off-site to the appropriate disposal facility (Avocet 2019b). In June 2021, Avocet prepared a Soil Management Plan for the site. The Soil Management Plan provides guidance to ensure that the site is cleared and redeveloped in accordance with the applicable agency regulations and permitting programs.

As it was not addressed during the removal of the former Patrini Shoes and Scheu Steel USTs in the early 1990s, Avocet collected soil vapor samples from probes installed in the immediate vicinity of the former USTs. MEK, which was stored in six of the seven 2,000-gallon USTs operated by Patrini Shoes, was detected in one soil vapor sample, collected from Probe SV-3. The trace concentration of MEK indicated insignificant residual impacts, and conservatively calculated potential indoor air concentrations were considered negligible. Trace concentrations of the fuel related aromatic VOCs, specifically toluene and ethylbenzene, were detected in the soil vapor samples from Probes SV-4 and SV-5, located near the former Scheu Steel gasoline and diesel USTs; however, the calculated potential indoor air concentrations were also below potentially applicable screening levels. In addition to the above, tetrachloroethylene (PCE) and trichloroethylene (TCE) were detected in multiple soil vapor samples at maximum concentrations of 13 and 35 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ), respectively. There is no known source of PCE or TCE at the site, and the site does not appear to be near or overlie any of the regional chlorinated solvent groundwater plumes in the Chino Subbasin. Regardless, a conservative preliminary vapor intrusion assessment indicated that the potential concentrations of PCE and TCE in indoor air would be below industrial indoor air screening levels.

## 4.9.2 Regulatory Setting

Primary federal agencies with responsibility for hazardous materials management include the USEPA, United States Department of Labor's OSHA, and United States Department of Transportation (USDOT). The major federal laws enforced by these agencies are described below.

### a. Federal Regulations

#### **Comprehensive Environmental Response, Compensation, and Liability Act**

Enacted in 1980, the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), commonly known as Superfund, creates a tax on the chemical and petroleum industries and provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The tax goes into a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. A summary of CERCLA is as follows:

- Establishes prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provides for liability of persons responsible for releases of hazardous waste at these sites; and
- Establishes a trust fund to provide for cleanup when no responsible party could be identified.



CERCLA also established the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS). The CERCLIS database was renamed to Standardized Emergency Management System (SEMS) by USEPA in 2015. SEMS is the USEPA's system for tracking potential hazardous-waste sites within the Superfund program. In addition, CERCLA authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life threatening. These actions can be conducted only at sites listed on the USEPA's NPL.

CERCLA also enabled the revision of the National Contingency Plan (NCP), which provides guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

### **Resource Conservation and Recovery Act**

The Resource Conservation and Recovery Act (RCRA) of 1976 gives the USEPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

### **Toxic Substances Control Act**

Congress enacted the Toxic Substances Control Act (TSCA) of 1976, codified in Title 40 of the Code of Federal Regulations (CFR), to give USEPA the ability to track the 75,000 industrial chemicals currently produced or imported into the United States. USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. USEPA can ban the manufacture and import of those chemicals that pose an unreasonable risk. More specifically, in California, PCBs are regulated by both State (RCRA and Title 22 of the California Code of Regulations [CCR]) and federal (TSCA) rules. TSCA has banned the manufacture, processing, use, and distribution in commerce of PCBs. TSCA gives USEPA the authority to develop, implement and enforce regulations concerning the use, manufacture, cleanup, and disposal of PCBs. TSCA also establishes USEPA's Lead Abatement Program regulations, which provide a framework for lead abatement, risk assessment, and inspections. Those performing these services are required to be trained and certified by USEPA.<sup>1</sup>

### **United States Department of Transportation Regulations**

The USDOT prescribes strict regulations for the safe transportation of hazardous materials, including requirements for hazardous waste containers and licensed haulers who transport hazardous waste on public roads. The Secretary of the USDOT receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in Title 49 of the Code of Federal Regulations (CFR) Section 5101 et seq. The Secretary is

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<sup>1</sup> USEPA, 40 CFR Part 745, Rules 402 and 404, August 29, 1996.

authorized to issue regulations to implement the requirements of Title 49 CFR. The Pipeline and Hazardous Materials Safety Administration, formerly the Research and Special Provisions Administration, was delegated the responsibility to write the hazardous materials regulations, which are contained in Title 49 of the CFR parts 100-180. Title 49 of the CFR, which contains the regulations set forth by the HMTA, specifies requirements and regulations with respect to the transport of hazardous materials. It requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Under the HMTA, the Secretary may authorize any officer, employee, or agent to enter upon, inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any person in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any person of hazardous materials in commerce.

### **Occupational Safety and Health Act of 1970**

The United States Department of Labor's Occupational Safety and Health Act was created to assure safe and healthful working conditions by setting and enforcing standards and by providing training, outreach, education, and assistance. OSHA provides standards for general industry and construction industry on hazardous waste operations and emergency response. The Occupational Safety and Health Act, which is implemented by OSHA, contains provisions with respect to hazardous materials handling. Federal Occupational Safety and Health Act requirements, as set forth in Title 29 of the CFR Section 1910, et. Seq., are designed to promote worker safety, worker training, and a worker's right-to-know. OSHA has delegated the authority to administer OSHA regulations to the State of California.

Title 49 of the CFR, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. Title 49 of the CFR requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in function and commodity specific requirements.

### **Research and Special Programs Administration**

The Research and Special Programs Administration's regulations cover definition and classification of hazardous materials, communication of hazards to workers and the public, packaging and labeling requirements, operational rules for shippers, and training. They apply to hazardous waste shipments and interstate, intrastate, and foreign commerce by air, rail, ships, and motor vehicles. The Federal Highway Administration is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous materials regulations include emergency response provisions, such as incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

## Other Hazardous Materials Regulations

In addition to the USDOT regulations for the safe transportation of hazardous materials, there are other applicable federal laws that also address hazardous materials:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Atomic Energy Act
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

### b. State Regulations

The primary State agencies with jurisdiction over hazardous chemical materials management within the project area are the California Environmental Protection Agency's (CalEPA's) DTSC and the Santa Ana Regional Water Quality Control Board (RWQCB). Other State agencies involved in hazardous materials management include California OSHA (CalOSHA) and the State Office of Emergency Services (CalOES).

### Department of Toxic Substances Control

Authority for Statewide administration and enforcement of RCRA rests with CalEPA's DTSC. While DTSC has primary State responsibility in regulating the generation, storage, and disposal of hazardous materials, DTSC may further delegate enforcement authority to local jurisdictions. In addition, DTSC is responsible and/or provides oversight for contamination cleanup and administers Statewide hazardous waste reduction programs. DTSC operates programs to accomplish the following: (1) manage the aftermath of improper hazardous waste management by overseeing site cleanups; (2) prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store, and dispose of wastes do so properly; and (3) evaluate soil, water, and air samples taken at sites.

The storage of hazardous materials in USTs is regulated by the SWRCB, which delegates authority to the RWQCB on the regional level, and typically to the local fire department on the local level.

### California Occupational Safety and Health Act and California Labor Code, Section 6300 et seq.

The Cal OSHA program is administered and enforced by the Division of Occupational Safety and Health. CalOSHA is similar to the federal OSHA program. Both programs contain rules and procedures related to exposure to hazardous materials during demolition and construction activities. In addition, CalOSHA requires employers to implement a comprehensive, written Injury and Illness Prevention Program (IIPP). An IIPP is an employee safety program for potential workplace hazards, including those associated with hazardous materials.

The CalOES Hazardous Materials (HazMat) section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the HazMat section staff is called upon to provide State and local emergency managers with emergency coordination and technical assistance.

The California Occupational Safety and Health Act of 1973 addresses California employee working conditions, enables the enforcement of workplace standards, and provides for advancements in the field of occupational health and safety. The Act also created CalOSHA, the primary agency responsible for worker safety in the handling and use of chemicals in the workplace. CalOSHA's standards are generally more stringent than federal regulations. Under the former, the employer is required to monitor worker exposure to listed hazardous substances and notify workers of exposure. The regulations specify requirements for employee training, availability of safety equipment, accident-prevention programs, and hazardous substance exposure warnings. At sites known or suspected to be contaminated by hazardous materials, workers must have training in hazardous materials operations and a site health and safety plan must be prepared to establish policies and procedures to protect workers and the public from exposure to potential hazards at the contaminated site.

### **California Code of Regulations, Title 22, Hazardous Waste Management**

At the State level, under Title 22, Division 4.5 of the CCR, CalEPA's DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code. The Hazardous Waste Control Law, under CCR 22, Chapter 30, establishes regulations that are similar to RCRA but more stringent in their application and empowers the DTSC to administer the State's hazardous waste program and implement the federal program in California. The DTSC is responsible for permitting, inspecting, ensuring compliance, and imposing corrective action programs to ensure that entities that generate, store, transport, treat, or dispose of potentially hazardous materials and waste comply with federal and State laws. The DTSC defines hazardous waste as waste with a chemical composition or other properties that make it capable of causing illness, death, or some other harm to humans and other life forms when mismanaged or released into the environment.

The DTSC shares responsibility for enforcement and implementation of hazardous waste control laws with the SWRCB and, at the local level, the RWQCB, and City and county governments.

### **California Code of Regulations Title 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b)**

CCR 23, Chapter 15 Discharges of Hazardous Waste to Land Section 2511(b) pertains to water quality aspects of waste discharge to land. The regulation establishes waste and site classifications as well as waste management requirements for waste treatment, storage, or disposal in landfills, surface impoundments, waste piles, and land treatment facilities. Requirements are minimum standards for proper management of each waste category, which allows Regional Water Boards to impose more stringent requirements to accommodate regional and site-specific conditions. In addition, the requirements of CCR 23, Chapter 15 applies to cleanup and abatement actions for unregulated hazardous waste discharges to land (e.g., spills).

### **License to Transport Hazardous Materials – California Vehicle Code, Section 32000.5 et seq.**

The California Department of Transportation (Caltrans) regulates hazardous materials transportation on all interstate roads. Within California, the State agencies with primary responsibility for enforcing federal and State regulations and for responding to transportation emergencies are the California Highway Patrol and Caltrans. Together, federal and State agencies

determine driver-training requirements, load labeling procedures, and container specifications for vehicles transporting hazardous materials.

### **California Fire Code, Title 24, Part 9**

The 2022 California Fire Code, written by the California Building Standards Commission, is based on the 2021 International Fire Code (IFC). The IFC is a model code that regulates minimum fire safety requirements for new and existing buildings, facilities, storage, and processes. The IFC addresses fire prevention, fire protection, life safety, and safe storage and use of hazardous materials in new and existing buildings, facilities, and processes.

### **c. Local Regulations**

#### **Rancho Cucamonga General Plan**

The Rancho Cucamonga General Plan is a comprehensive long-term planning document, the General Plan serves as a blueprint for guiding growth, development, and land use decisions in the City. While it encompasses various aspects of community planning, it also addresses health and safety concerns in its resource conservation and safety chapters. General Plan policies for hazards and hazardous materials that are relevant to the project are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

**Goal S-6 Human Caused Hazards.** A community with minimal risk from airport hazards and hazardous materials.

**Policy S-6.1 Planned Development.** Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

**Policy S-6.2 Neighboring Properties.** Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.

**Policy S-6.5 Height Restrictions.** Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.

**Policy S-6.6 Development Near Airport.** New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.

**Policy S-6.7 Railroad Safety.** Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

#### **Local Hazard Mitigation Plan**

The Rancho Cucamonga 2021 Local Hazard Mitigation Plan (LHMP) evaluates the natural and manmade hazards that could potentially affect the City and its inhabitants. The LHMP identifies strategies and actions intended to minimize potential hazards and hazardous events. The LHMP also identifies resources and information that can help community members, City staff, and local officials understand local threats and make informed decisions. The LHMP can also support increased coordination and collaboration between the City, other public agencies, local employers, service providers, community members, and other key stakeholders.

### 4.9.3 Impact Analysis

#### **a. Significance Thresholds**

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. The project would have a significant impact with respect to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

#### **b. Methodology**

This analysis of impacts from hazards and hazardous materials examines the project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance criteria/threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The evaluation was performed based on current conditions of the project site, and the project specific studies provided in Appendices H-1 through H-4. In addition to review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project component would or would not result in "substantial" adverse effects from hazards and hazardous materials considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the project's components.

#### **c. Project Design Features**

The project site previously included three warehousing uses that used hazardous materials and substances including cleaners, paints, solvents, fertilizers, and pesticides for site landscaping in limited quantities. The project does not propose uses typically associated with hazards and

hazardous materials, such as industrial, raw materials processing and storage, and manufacturing on the project site.

#### d. Project Impacts

**Threshold 1:** Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**Impact HAZ-1 PROJECT CONSTRUCTION AND OPERATION MAY USE HAZARDOUS MATERIALS. HOWEVER THE PROJECT WOULD NOT CAUSE A SIGNIFICANT HAZARD DUE TO THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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#### Construction

The project consists of the construction of three warehouse buildings and associated infrastructure improvements, along with restoration of a historically significant structure. Construction of the project would involve the transport, use, and disposal of hazardous materials on-site and off-site, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to the public. Disposal of any hazardous materials associated with the construction and restoration of any on-site structures would be subject to applicable federal, State, and local requirements for the disposal of such materials.

Compliance with the regulatory framework would ensure project construction would not create a significant hazard accidental or otherwise, to the public or the environment through the routine transport, use, and disposal of hazardous materials during construction.

#### Operation

The project consists of three industrial warehouse facilities and is not anticipated to result in releases of hazardous materials into the environment. The proposed buildings would be expected to use limited hazardous materials and substances which would include cleaners, paints, solvents, fertilizers, and pesticides for site landscaping. The project would not create a significant impact through the transport, use, or disposal of hazardous materials since the facilities are required to comply with all applicable federal, State, and regional regulations which are intended to avoid impacts to the public and environment. These regulations ensure that hazardous materials/waste users, generators and transporters provide operational safety and measures to reduce threats to public health and safety.

Project operations would involve typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, fertilizers and pesticides for site landscaping. Any routine transport, use, and disposal of hazardous materials during project operations must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Furthermore, hazardous materials/chemicals such as cleaners, paints, solvents and fertilizers in low quantities do not pose a significant threat related to the release of hazardous materials into the environment. Therefore, impacts from hazards to the public during operations would be less than significant.

#### Mitigation Measures

No mitigation measures would be required.

|                     |                                                                                                                                                                                                                                             |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> | Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                              |
| <b>Threshold 3:</b> | Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?                                                                     |
| <b>Threshold 4:</b> | Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? |

**Impact HAZ-2** THE PROPOSED PROJECT WOULD NOT RELEASE HAZARDOUS EMISSIONS OR REQUIRE HANDLING OF HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL, NOR WOULD THE PROJECT BE LOCATED ON A SITE PURSUANT TO GOVERNMENT CODE SECTION 65962.5. THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD DUE TO THE REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS. HOWEVER, DUE TO THE POTENTIAL USE OF HAZARDOUS MATERIALS DURING CONSTRUCTION AND OPERATION, MITIGATION MEASURE HAZ-1 WOULD BE REQUIRED; AND BECAUSE SOIL CONTAMINATION WAS IDENTIFIED ON THE SITE, MITIGATION MEASURE HAZ-2 WOULD BE REQUIRED. THESE MITIGATION MEASURES WOULD ENSURE THAT CONTAMINATED SOILS PRESENT ON THE PROJECT SITE ARE INVESTIGATED, REMEDIATED, AND HANDLED ACCORDING TO APPLICABLE STATE AND FEDERAL REQUIREMENTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

## Construction

Schools within one-quarter mile of the project site include: Children's Montessori School Preschool and Daycare Center, located approximately 140 feet northwest of the project site, on the northwest corner of Baker Avenue and Bowen Street; Chabad of the Inland Empire, located approximately 200 feet north of the project site, near the northeast corner of Baker Avenue and Bowen Street; San Antonio Christian School, located approximately 375 south of the project site on 8<sup>th</sup> Street; Los Amigos Elementary School is located approximately 410 feet northwest of the project site, on the northwest corner of 9<sup>th</sup> Street and Baker Avenue.

Construction of the project would involve the transport, use, and disposal of hazardous materials onsite and offsite, which include fuels, paints, mechanical fluids, and solvents, but would not be present in such a quantity or used in such a manner that would pose a significant hazard to nearby schools. The routine transport, use, and disposal of hazardous materials must adhere to federal, state, and local regulations for transport, handling, storage, and disposal of hazardous substances. Compliance with the regulatory framework would ensure project construction would not create a significant hazard to nearby schools.

However, to minimize potential impacts associated with the accidental release of hazardous materials (known or unknown) into the environment during construction, Mitigation Measure HAZ-1 would be implemented. With implementation of Mitigation Measure HAZ-1, impacts associated with the accidental release of hazardous materials during construction would be reduced to a less than significant level.

The Phase I ESA indicated there were two historical recognized environmental concerns (HRECs) (as defined by ASTM Practice E 1527-13) and five potential hazardous observed environmental findings (OEFs) identified in association with the Project site that required additional investigation. Therefore, a Phase II Investigation was conducted, which concluded pollutant concentrations found



in soil associated with the HRECs and OEFs were below applicable screening levels with the exception of one sample (Boring B-8) located outside of the Merchant Landscape building. Boring B-8 contained a concentration of naphthalene that marginally exceeded the industrial DTSC screening level. As a result, further sampling was conducted around Boring B-8, which determined that soil impacts are highly localized and do not extend beyond the visible staining at Boring B-8. Mitigation Measure HAZ-2 would be implemented to segregate soil in the immediate vicinity of Boring B-8 during construction and transported off-site in accordance with applicable federal and State regulations. With implementation of Mitigation Measure HAZ-2, impacts associated with the accidental release of hazardous materials during construction would be reduced to a less than significant level.

## **Operation**

Although not anticipated, if a facility is proposed that has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, then Mitigation Measure HAZ-1 described below would be triggered and require preparation and implementation of a Hazardous Materials Risk Management Plan for that facility. With implementation of Mitigation Measure HAZ-1 (if applicable) and compliance with all applicable Federal, State, and regional regulations regarding hazardous material generation and usage on the site, potential impacts related to transport, use, or disposal of hazardous materials would be reduced to less than significant levels.

The proposed uses under the project description do not include industrial uses that could generate hazardous emissions or involve the handling of hazardous materials, substances, or waste in significant quantities that would have an impact to surrounding schools. The types of hazardous materials that would be routinely handled would be limited to cleaners, paints, solvents, fertilizers and pesticides for site landscaping. Additionally, the project site is not included on the hazardous sites list compiled pursuant to California Government Code Section 65962.5.<sup>2</sup>

However, to minimize potential impacts associated with the accidental release of hazardous materials (known or unknown) into the environment during operations, Mitigation Measures HAZ-1 and HAZ-2 would be implemented. With implementation of these mitigation measures, impacts associated with the accidental release of hazardous materials during operations would be reduced to a less than significant level with mitigation incorporated.

## **Mitigation Measures**

### *HAZ-1 Hazardous Materials Risk Management Plan*

If a proposed use at the project has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code, the user shall prepare and implement a Hazardous Materials Risk Management Plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532 (j) in excess of threshold quantities for review and approval by the City Planning and Engineering Departments. This plan shall also be reviewed and approved by the San Bernardino County Department of

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<sup>2</sup> California, State of, Department of Toxic Substances Control, DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). Available at: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed: October 28, 2019.

Environmental Health through the Certified Unified Program Agencies process prior to implementation as required by the California Accidental Release Prevention Program.

#### *HAZ-2      Soil Remediation Plan*

Prior to issuance of a grading permit, soil in the immediate vicinity (as defined in the Phase II Investigation prepared for the project site) of Boring B-8 shall be segregated, sampled for profiling purposes, and transported off-site to an appropriate disposal facility in accordance with applicable federal and State regulations as defined in the Soil Management Plan prepared by Avocet for the project site.

### **Significance After Mitigation**

Mitigation Measure HAZ-1 requires the implementation of a Hazardous Materials Risk Management Plan for facilities that would store or use a quantity of hazardous materials greater than specified by the health and safety code. With implementation of a Hazardous Materials Risk Management Plan impacts would be less than significant.

Mitigation Measure HAZ-2 requires the implementation of a Soil Remediation Plan for the area immediately surrounding boring B-8 as defined in the Phase II ESA. With Mitigation Measure HAZ-2, soil in the immediate vicinity of Boring B-8 would be segregated during the project construction, sampled for profiling purposes and transported off-site to an appropriate disposal facility. With implementation of Mitigation Measure HAZ-2, no significant adverse impacts relative to hazardous materials sites would occur with project implementation.

|                     |                                                                                                                                                                                                                                                                                  |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 5:</b> | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|                     |                                                                                                                                          |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 6:</b> | Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-3      THE PROJECT WOULD NOT INTERFERE WITH VEHICULAR OR AIRPORT TRAVEL ROUTES OR THE ABILITY OF EMERGENCY RESPONSE SERVICES. THEREFORE, IT WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE EVACUATION PLAN OR AIRPORT LAND USE PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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### **Construction and Operation**

The Ontario International Airport is located approximately 2.1 miles south of the project site, which is just outside the two-mile requirement but is still within the Airport Influence Area established by the Ontario Airport Land Use Compatibility Plan (per Maps 2-4 and 2-5) and specifically within the Airspace Protection Zone and the Overflight notification Zone.

The project site is within the following policy boundaries in the Airspace Protection Zone: FAA Height Notification Surface, and Airspace Obstruction Surfaces. The northern portion of the project site is within the FAA Obstruction Surfaces Area, which, per Subpart B of FAR Part 77, requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and 1 foot upward (slope of 100 to 1) for a distance of 20,000 feet from nearest point of any runway. The southern portion of the project site is within

FAA Height Notification Area, which, per FAR Part 77, Subpart C, establishes standards for determining obstructions to air navigation.

Building heights for the project would range from 45 to 51 feet. Based on the FAR Part 77 criteria, these heights are not anticipated to encroach into FAR Part 77 airspace and are below the City's 70-foot height limit (assuming required setbacks) under the pre-982 Ordinance of the RCMC. However, prior to issuance of a building permit or 45 days to commencement of construction, the applicant must notify the FAA Regional office using Form 7460-1, Notice of Proposed Construction or Alteration. The project would comply with all applicable federal, State and local requirements, including the FAR Part 77 requirements. With approval of the project from the applicable agencies, impacts associated with an airport or airport land use plan would be less than significant.

In addition, the project would not impair or physically interfere with an adopted emergency response or evacuation plan. The ReadyRC disaster preparedness manual was adopted by the Fire District to provide a process for emergency management and response with the City. The manual identifies evacuation routes, emergency facilities, and shelter information. No revisions to the adopted ReadyRC disaster preparedness manual would be required as a result of the project. Further, the City maintains an Emergency Operations Plan which is updated by the City's Emergency Management Program. The project would not modify or impede existing emergency routes. Primary access to all major roads would be maintained during construction and operation of the project.

The City's Development Impact Fee Program also makes certain required facilities for new development are adequately funded and costs are distributed to the various types of development in the form of development impact fees paid by project applicants. Compliance with the Rancho Cucamonga General Plan and participation in the City's Impact Fee Program, would reduce the potential impacts associated with interference with an adopted emergency response plan or emergency evacuation plan to less than significant.

|                                                                                                                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 7:</b> Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact HAZ-4** THE PROJECT WOULD COMPLY WITH THE CALIFORNIA BUILDING CODE AND CALIFORNIA FIRE CODE AND WOULD UNDERGO PROCEDURAL REVIEW BY THE CITY OF RANCHO CUCAMONGA AND THE RANCHO CUCAMONGA FIRE PROTECTION DISTRICT. THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH INVOLVING WILDLAND FIRES AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

## **Construction and Operation**

The City of Rancho Cucamonga is categorized as a Local Responsibility Area by CAL FIRE. The project site is not mapped as a very high FHSZ. The project site is surrounded by developed land and approximately 5.5 miles from the very high FHSZ. Although the project site is not located in a very high FHSZ, the City, in conjunction with the Fire District, reviews all building plans for compliance with the California Building Code, State and local statutes, ordinances, and regulations relating to the prevention of fire, the storage of hazardous materials, and the protection of life and property against fire, explosion, and exposure to hazardous materials. Adherence to regulations already in place through the development application and review process at the City would reduce the potential impacts associated with fire hazards to a level of less-than-significant.

## **Mitigation Measures**

Mitigation measures are not required.

### **4.9.4 Cumulative Impacts**

Planned and pending projects in Rancho Cucamonga and Ontario are listed in Table 3-1 in Section 3, *Environmental Setting*, and include both residential and mixed-use projects. As discussed above, all project impacts from hazards and hazardous materials would be less than significant in consideration of compliance with existing laws, ordinances, regulations and standards, and implementation of EIR mitigation measures. Section 4.10, *Hydrology and Water Quality*, discusses potential hazards related to dam failure and flooding. Impacts from wildfire are discussed in more detail in Section 4.19, *Wildfire*.

Potential impacts of the project would be reduced to a less-than-significant level due to implementation of Mitigation Measures HAZ-1 and HAZ-2 that would safeguard construction workers and future operational employees from hazardous materials through the implementation of a Hazardous Materials Risk Management Plan, as well as the safe removal of contaminated soils through the Soil Remediation Plan, and compliance with FAA standards through FAA noticing.

Impacts associated with hazardous materials are often site-specific and localized. The Draft EIR evaluates environmental hazards in connection with the project site and surrounding area. Regarding the off-site environmental hazards, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials within a search radius of up to one mile from the site and serves as the basis for defining the cumulative impacts study area.

Cumulative impacts related to hazards and hazardous materials would result from projects that combine to increase exposure to hazards and hazardous materials. The potential for cumulative impacts to occur is limited since the impacts from hazardous materials use on site are site specific. Although some of the cumulative projects and other future projects associated with buildout of the surrounding communities (Table 3-1) also have potential impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site specific. It is expected that future development within the area would comply with all federal, State, and local statutes and regulations applicable to hazardous materials. As such, the project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

In the event that hazardous materials are encountered or handled, each individual project would be required to comply with the applicable regulatory requirements to determine and mitigate any potential impacts. Such recommendations may include soil management plans, soil sampling, and/or other measures determined to be necessary based on the situation. Therefore, cumulative impacts related to hazardous materials would be less than significant.

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## 4.10 Hydrology and Water Quality

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This section identifies and evaluates the project's potential to result in adverse hydrology and water quality effects. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

Information presented in this section is primarily based on the *Preliminary Water Quality Management Plan (PWQMP) for 9th & Vineyard* prepared by Thienes Engineering, Inc, dated October 2019 (Thienes 2019; Appendix I-1), and the *Water Supply Assessment for CP Logistics Vineyard LLC 9th & Vineyard Development Project* prepared by Valued Engineering, Inc., dated November 2023 (Valued Engineering 2023; Appendix I-2).

### 4.10.1 Setting

#### a. Regional Watershed

The United States is divided into successively smaller hydrological areas, or units, which are then nested within each other. These regions are labeled from largest to smallest as regions (Hydrologic Unit Code [HUC] 2), subregions (HUC 4), basins (HUC 6), subbasins (HUC 8), watersheds (HUC 10), and sub-watersheds (HUC 12). Hydrological unit boundaries of each designation are delineated based on surface features of their geographic locations. The project site is located within the Santa Ana River (HUC 8), Chino Creek (HUC 10), and Upper Cucamonga Creek (HUC 12) watersheds.

The Santa Ana subbasin is the largest watershed in Southern California. The subbasin is home to over six million people and covers an approximately 2,700-square mile area of Orange, Riverside, Los Angeles, and San Bernardino counties. The Santa Ana watershed drains into the Santa Ana River, allowing the river to flow 100 miles from the crest of the San Bernardino Mountains to the Pacific Ocean, near Huntington Beach. The Chino Creek watershed is approximately 232 square miles, and the Upper Cucamonga Creek Watershed encompasses approximately 57 square miles.

As shown in Figure 4.10-1, the Cucamonga Creek flood control channel (Cucamonga Creek) is located directly east of the project site, forming its northeastern border. The United States Geological Survey (USGS) National Hydrography Dataset (NHD) classifies Cucamonga Creek as a stream while the USGS National Wetlands Inventory (NWI) classifies Cucamonga Creek as a riverine with artificial substrate. Cucamonga Creek is an intermittent stream which generally flows south past the project site. Cucamonga Creek remains concrete-lined for approximately 10.3 miles downstream of the project site, where it becomes a natural (not concrete-lined) intermittent stream. From there, Cucamonga Creek joins Mill Creek, then Chino Creek, followed by the Santa Ana River, and lastly the Pacific Ocean. The portion of the Cucamonga Creek that borders the project site was constructed as part of a permanent flood control project by the United States Army Corps of Engineers (USACE) to confine and control the creek. The project site also abuts Assessor Parcel Numbers 0207-271-47 and -48 to the northeast, which are parcels owned by San Bernardino County Flood Control District (SBCFCD).

## **b. Project Site and Local Drainage**

The project site is relatively flat with a one percent gradient sloping southeast from the northwestern portion of the site to the southeast portion of the site. Runoff from the northern and eastern portions of Building 3, the northern drive aisle and eastern truck yard would be conveyed south via a proposed storm drain lateral, which drains to the 66 to 78-inch storm drain improvement. The proposed project would utilize the storm drain improvement, which is being processed separately pursuant to CEQA and NEPA. Construction of the storm drain improvement will occur prior to implementation of the proposed project. The western and southern portions of Building 3, the western parking lot and southern drive aisle would drain to catch basins in the drive aisle. Runoff from this portion of the Building 3 site would be conveyed north via another proposed storm drain lateral to the 66 to 78-inch storm drain improvement. Prior to runoff discharging to the 66 to 78-inch storm drain improvement, the low flows from the Building 3 site would be directed to a set of underground chambers located east of Building 3 for infiltration.

Continuing east, the 66 to 78-inch storm drain improvement would also accept Building 2 site runoffs. Specifically, runoff from the western parking lot would be conveyed south via a proposed storm drain lateral to the 66 to 78-inch storm drain improvement. Runoff from Building 2, its northern drive aisle, eastern parking lot and southern truck yard would drain to a catch basin in the eastern parking lot, then continues north via a proposed storm drain lateral to the 66 to 78-inch storm drain improvement. Runoff from Building 1's western drive aisle is also tributary to the 66 to 78-inch storm drain improvement via a catch basin and a storm drain lateral draining south. Prior to runoff discharging to the 66 to 78-inch storm drain improvement, the low flows from the Building 2 site (including a small portion of the Building 1 site) would be directed to a set of underground chambers located south of Building 2 for infiltration.

Continuing farther onto the Building 1 site, the 66 to 78-inch storm drain improvement receives runoff from the south half of Building 1 and the southern truck yard via catch basins and a proposed storm drain lateral draining north. The 66 to 78-inch storm drain improvement would drain east and collect the remainder of Building 1 site runoffs prior to leaving the site. Building 1's southeastern parking lot would drain to a catch basin, then drain north via a proposed lateral. Prior to runoff discharging to the 66 to 78-inch storm drain improvement, the low flows from the Building 1 site would be directed to two sets of underground chambers for infiltration; one set located in the northern truck yard of Building 1 and the other set located in the southern truck yard of Building 1.

Approximately 123.5 feet from the eastern landscaped area fronting Vineyard Avenue would sheet flow off-site. This area is considered self-retaining; it would not be routed to the underground chambers for treatment. All runoff from the project site would flow from the 66 to 78-inch storm drain along the southern project site boundary to the concrete-lined Cucamonga Creek located to the northeast of the project site.

## **c. Groundwater**

The Chino Basin and the Cucamonga Basin are the two groundwater basins that underlie Rancho Cucamonga. As shown in Figure 4.10-2, the project site is within the Chino Basin. The Chino Basin is one of the largest groundwater basins in Southern California spanning approximately 230 square miles of the upper Santa Ana River Watershed. The basin lies within the counties of Los Angeles, Riverside, and San Bernardino, and includes the cities of Chino, Chino Hills, Eastvale, Fontana, Montclair, Ontario, Pomona, Rancho Cucamonga, and Upland. According to the Cucamonga Valley Water District (CVWD) Urban Water Management Plan (UWMP), the Chino Basin contains several

million acre-feet (AF) of water with an unused capacity of approximately 1,000,000 AF (CVWD 2021). Recharge for the Chino Basin is provided largely from the percolation of rainwater and the infiltration of streamflow from the mountains and hills surrounding the Santa Ana River. Stormwater recharge, underflow from saturated sediments, imported water, and underflow also provide recharge to the groundwater basin. The Chino Basin allows the safe yield of 131,000 acre-feet per year (AFY) of water to be utilized (CVWD 2021). The safe yield is the allowable amount of water that can be taken from the groundwater basin in a particular year without undesirable results. The City and project site are served by the CVWD, which maintains water rights of up to 18.3 percent of the safe yield from the Chino Basin (CVWD 2021).

The Cucamonga Basin is smaller than the Chino Basin and is located on its northern border. Groundwater within the basin generally flows southward. The Cucamonga basin is recharged from the infiltration of streamflow, percolation of rainfall on the valley floor, irrigation, and underflow from the San Gabriel Mountains (CVWD 2021). Stormwater recharge from the spreading grounds along Cucamonga Creek and near Red Hill and Alta Loma also contribute to groundwater recharge. Precipitation plays a larger role in groundwater recharge for the Cucamonga Basin as average precipitation is often higher than in the Chino Basin. CVWD has water rights that allow the production of up to 15,471 AFY (75 percent of total rights) of water from the Cucamonga Basin (CVWD 2021). Both the Chino Basin and Cucamonga Basin are adjudicated basins according to the Sustainable Groundwater Management Agency (SGMA), and therefore are exempt from the requirements of developing a groundwater sustainability plan (GSP) and designated as “very low” priority basins (CVWD 2021).

According to the geotechnical investigation (Appendix F-1) conducted for the project, no groundwater was encountered during the field testing of the project site. Groundwater was estimated to exist at levels greater than 25 feet below ground level at the time of study. This was based on the lack of water within the borings and moisture contents from recovered soil samples. The nearest groundwater monitoring well, located approximately 2,300 feet west of the project site, indicated that high groundwater levels were approximately 326 feet below ground level.

#### **d. Flood Hazard**

As shown on Figure 4.10-3, the project site is located within two flood insurance rate maps (FIRMs): the northern portion of the site is within FIRM No. 06071C8630J, effective February 18, 2015, and the southern portion of the site is within FIRM No. 06071C8628J, effective February 18, 2015 (FEMA 2015). Based on a review of these map panels, the majority of the project site is not located in a documented flood plain or floodway. The eastern portion of the project site is within Zone X (shaded), which indicates a 0.2 percent annual chance of flood hazard. The southern border of the project site and Cucamonga Creek, which borders the northeast corner of the project site, are located within Zone A. Zone A denotes areas that have a one percent annual chance of flooding but do not have base flood elevations.

#### **e. Dam Inundation, Seiche, or Tsunami**

Rancho Cucamonga is not in the dam inundation area for any major stream or river in the region. The project site is approximately 38 miles from the Pacific Ocean. No substantial bodies of water pose seiche or tsunami risks to the project site. Mudflows are commonly associated with landslide risks; however, the project site is relatively flat with no identified landslide risks that could trigger mudflows.



## **f. Water Quality**

The Clean Water Act (CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. According to the project's WQMP (Appendix I-1), the project site's receiving waters include Cucamonga Creek Reach 1, Mill Creek Prado Area, Chino Creek Reach 1A, Santa Ana River Reach 1, 2, and 3, Prado Dam, and Pacific Ocean. Cucamonga Creek Reach 1 (high coliform count), Mill Creek Prado Area (pathogens), Chino Creek Reach 1A (pathogens), Santa Ana River Reach 3 (pathogens and nitrate), and Prado Dam (pathogens) are listed on the Section 303(d) list of the CWA as having water quality impairments. The expected pollutants of concern for the project site are pathogens, nutrients, and metals.

### Figure 4.10-1 Surface Waters

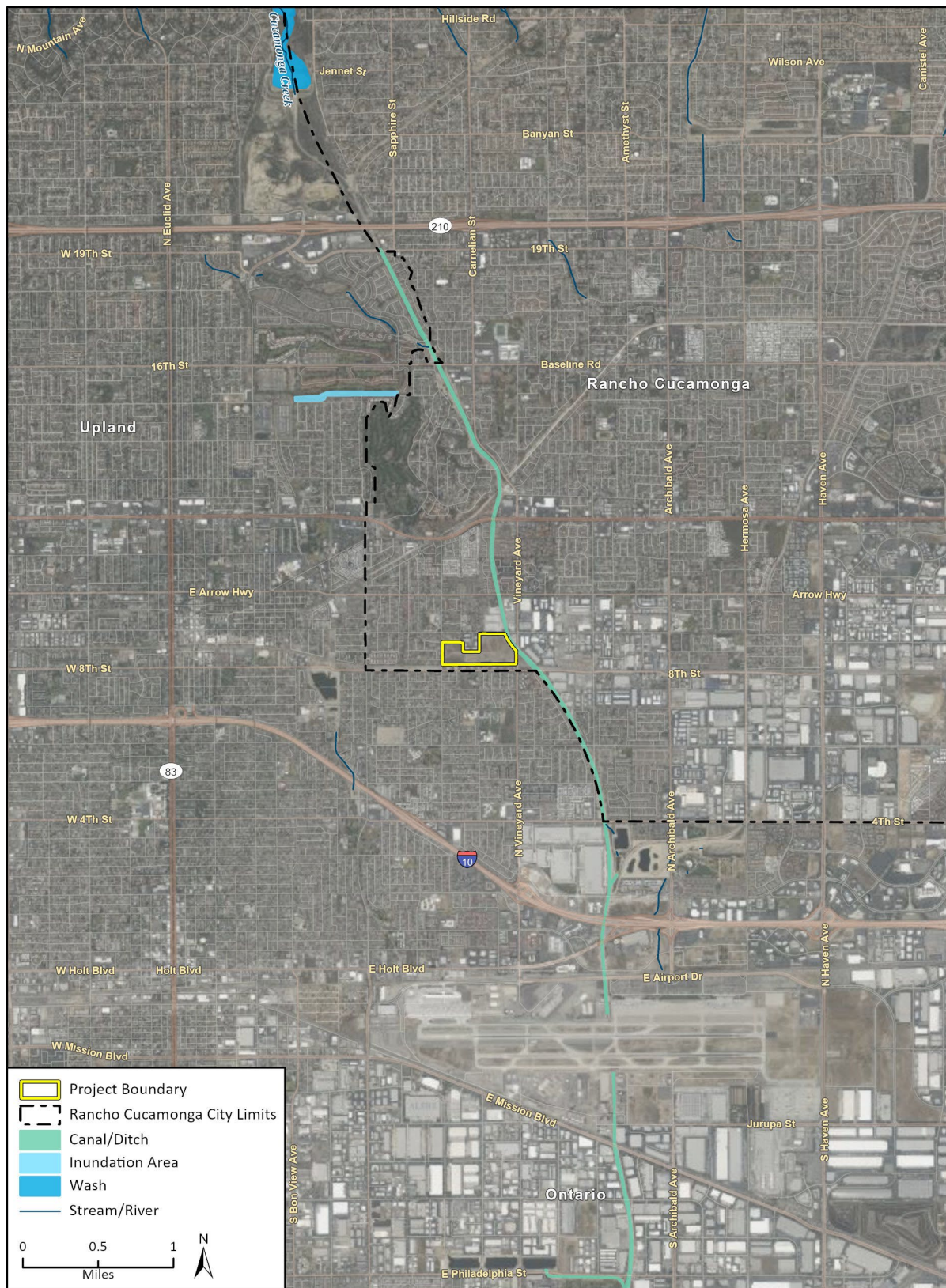
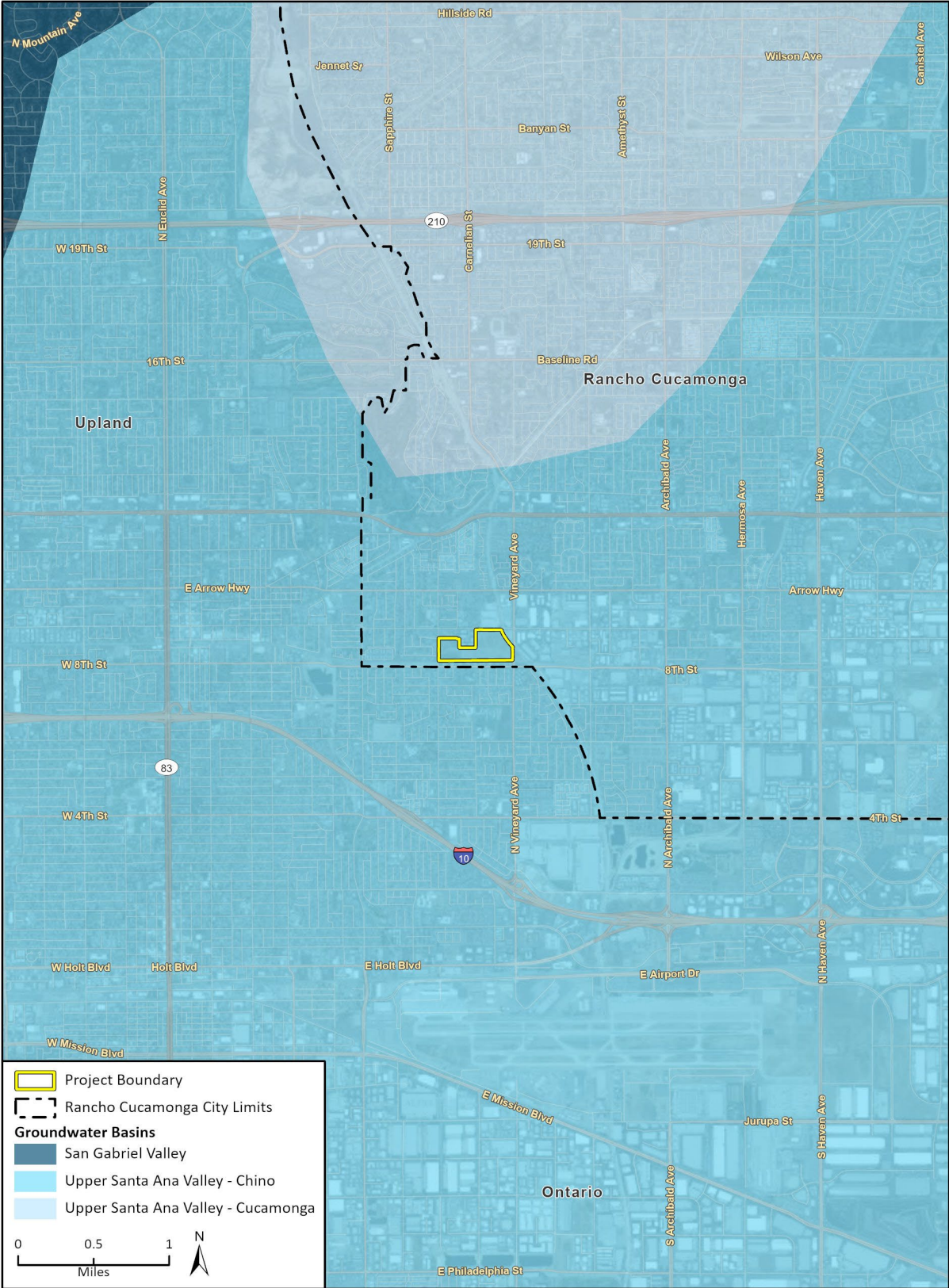




Figure 4.10-2 Groundwater Subbasins

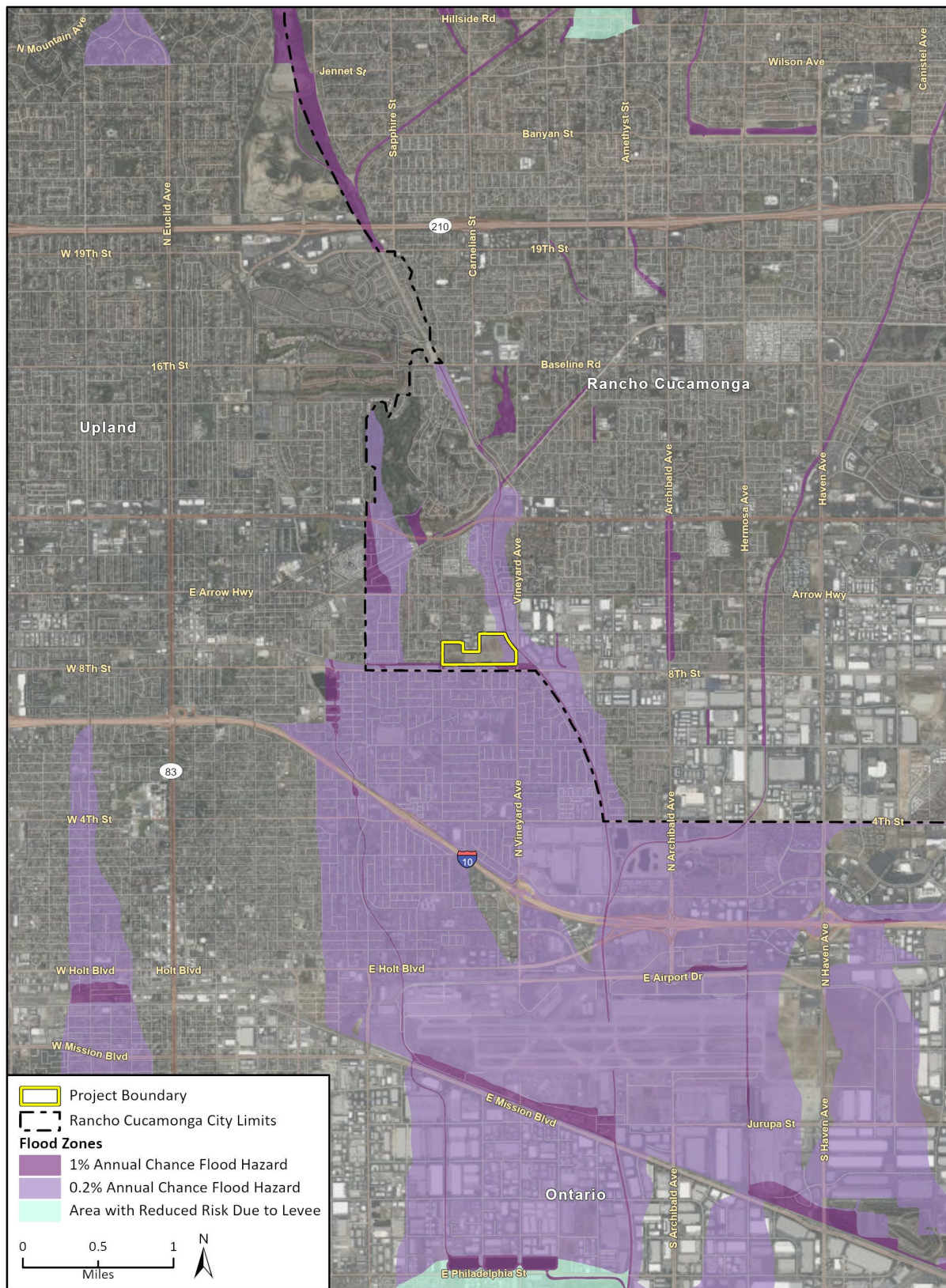


Imagery provided by Microsoft Bing and its licensors © 2023. Project boundary was digitized from a site plan and is approximate.  
Additional data provided by DWR, California's Groundwater (Bulletin 118), 2020.

19-08856 EPS  
Fig 4.9-2 Groundwater Basins



Figure 4.10-3 FEMA Flood Hazard Zones



Imagery provided by Microsoft Bing and its licensors © 2023. Project boundary was digitized from a site plan and is approximate. Additional data provided by FEMA, 2022.

19-08856 EPI  
Fig 4.9-3 FEMA Flood Hazard Zones

## 4.10.2 Regulatory Setting

### a. Federal Regulations

#### Clean Water Act

The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (USEPA) has implemented pollution control programs such as setting wastewater standards for the industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. USEPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

### b. State Regulations

#### California Fish and Game Code Sections 1600-1602

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

#### Porter-Cologne Water Control Act

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 *et seq.*) provides for statewide coordination of water quality regulations. The State Water Resources Control Board (SWRCB) was established as the statewide authority and nine separate regional water quality control boards (RWQCBs) were developed to oversee water quality on a day-to-day basis. The RWQCB is the primary agency responsible for protecting water quality in California. As discussed above, the RWQCB regulates discharges to surface waters under the federal CWA. In addition, the RWQCB is responsible for administering the Porter-Cologne Water Quality Control Act.

Pursuant to the Porter-Cologne Water Quality Control Act, the State is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters.

As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if Section 404 is not required for the activity. “Waste” is partially defined as any waste substance associated with human habitation, including fill material discharged into water bodies.

### **California Toxics Rule (CTR)**

The California Toxics Rule (CTR) fills gaps in California’s water quality standards necessary to protect human health and aquatic life beneficial uses. The CTR criteria are similar to those published in the National Recommended Water Quality Criteria. The CTR supplements, and does not change or supersede, the criteria that USEPA promulgated for California waters in the National Toxics Rule (NTR). The human health NTR and CTR criteria that apply to drinking water sources (those water bodies designated in the Basin Plans as municipal and domestic supply) consider chemical exposure through consumption of both water and aquatic organisms (fish and shellfish) harvested from the water. For waters that are not drinking water sources (e.g., enclosed bays and estuaries), human health NTR and CTR criteria only consider the consumption of contaminated aquatic organisms. The CTR and NTR criteria, along with the beneficial use designations in the Basin Plans and the related implementation policies, are the directly applicable water quality standards for toxic priority pollutants in California waters.

### **Sustainable Groundwater Management Act**

Effective in 2015, the SGMA creates a framework for sustainable, local groundwater management in California. SGMA allows local agencies to customize groundwater sustainability plans to their regional economic and environmental needs. This act requires local regions to create a groundwater sustainable agency (GSA) and to adopt groundwater management plans for groundwater basins or subbasins that are designated as medium or high priority. High-priority and medium-priority basins or subbasins must adopt groundwater management plans by 2020 or 2022, depending upon whether the basin is in critical overdraft. GSAs will have until 2040 or 2042 to achieve groundwater sustainability.

### **Senate Bill 610**

In 2001, Senate Bill (SB) 610 amended the California Public Resources Code to improve the link between information on water supply availability and certain land use decisions made by Cities and Counties. Under SB 610 (codified in the California Water Code beginning at Section 10910), unless the project is otherwise exempt, a Water Supply Assessment (WSA) must be furnished to cities and counties for inclusion in the environmental documentation of certain projects (as defined in the California Water Code), and these WSAs are subject to CEQA. SB 610 requires land use planning entities when evaluating certain large development projects, to request a water supply availability assessment from the entity that would provide water to the project. A WSA must be prepared in conjunction with the land use approval process associated with a project. In summary, a WSA must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands (including the demand associated with the project) over a 20-year horizon that includes normal, single-dry, and multiple-dry years. A WSA is required for any “project” that is subject to CEQA and meets certain criteria relative to size (e.g., a proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of

floor area). As required, a project-specific WSA has been prepared for the project and is included in Appendix I-2 of this Draft EIR.

SB 610 also requires information to be included as part of a UWMP if groundwater is identified as a source of water available to the supplier. The information must include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State.

### **c. Regional Regulations**

#### **Santa Ana River Basin Water Quality Control Plan**

The Santa Ana RWQCB Water Quality Control Plan (WQCP) for the Santa Ana River Basin (hereafter referred to as the Basin Plan) is designed to preserve and enhance water quality and to protect the beneficial uses of water bodies in the Santa Ana River watershed. The Basin Plan (1) designates beneficial uses for surface and subsurface waters (groundwater); (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and to conform to the State's antidegradation policy; (3) describes the implementation plan to achieve water quality objectives and to protect the beneficial uses of all waters in the region; (4) describes the comprehensive monitoring and assessment program used to evaluate the effectiveness of the Basin Plan; and (5) provides an overview of water resource management studies and projects that are in progress in the region. Additionally, the Basin Plan incorporates by reference all applicable State and RWQCB plans and policies.

#### **National Pollutant Discharge Elimination System Program**

As discussed above, the NPDES permit program stems from the federal CWA. In California, this program is administered by the nine RWQCBs that have the mandate to develop and enforce water quality objectives and implementation plans within their regions. If discharges from industrial, municipal, and other facilities go directly to surface waters, those project applicants must obtain permits from the applicable RWQCB. An individual NPDES permit is specifically tailored to a facility. A general NPDES permit covers multiple facilities within a specific activity category such as construction activities. As previously identified, the City of Rancho Cucamonga, including the project site, is located within the jurisdiction of the Santa Ana RWQCB (Region 8).

#### **Municipal Separate Storm Sewer System Permit**

In 2002, the Santa Ana RWQCB issued an NPDES Stormwater Permit and Waste Discharge Requirements (WDRs) (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage in the Upper Santa Ana River Watershed in San Bernardino and Riverside Counties. This permit expired on April 27, 2007, and was administratively extended. On January 29, 2010, the RWQCB adopted Order No. R8-2010-0036 (NPDES No. CAS618036), which renewed the NPDES Permit for San Bernardino County. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and 16 incorporated cities within San Bernardino County, which serves as the permit renewal for the NPDES permit.

The City of Rancho Cucamonga is subject to the waste discharge requirements of the NPDES Permit for San Bernardino County. The County and incorporated cities in the County are co-permittees under the NPDES permit and have legal authority to enforce the terms of the permit in their

jurisdictions. The ultimate goal of the NPDES Permit and the related urban stormwater management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require individual development projects to prepare and implement WQMPs that identify post-construction best management practices (BMPs) to reduce discharges of pollutants into stormwater. The MS4 Permit also requires priority projects to identify Hydrologic Conditions of Concern (HCOCs) associated with a project.

### **Stormwater Quality Requirements**

In compliance with the NPDES permit, the San Bernardino County Department of Public Works' Stormwater Program contains guidelines for the preparation of WQMPs by new development and major redevelopment projects of specific land uses and sizes. The Technical Guidance Document for Water Quality Management Plans (TGD) became effective in September 2013. A WQMP is required as part of the permit process and commits the developer to the implementation of long-term BMPs. Individual WQMPs need to identify pollutants of concern based on the proposed land use and site activities, and select applicable site design, source control, and treatment control BMPs that would effectively prohibit non-stormwater discharges from entering the storm drain system and that would reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of stormwater to prevent HCOC—including flooding, erosion, scour, sedimentation, natural habitats, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies—if the facilities have not been engineered to their ultimate capacities or if natural conditions are present.

### **Construction General Permit**

Pursuant to CWA Section 402(p), which requires regulations for permitting of certain stormwater discharges, the SWRCB issued a Statewide general NPDES Permit for stormwater discharges from construction-sites (hereafter referred to as the Construction General Permit). Under the Construction General Permit, stormwater discharges from construction-sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit.

Coverage under the Construction General Permit is accomplished by filing the Permit Registration Documents, which include a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. All these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objectives of the SWPPP are to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges, and to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater discharges and authorized non-stormwater discharges from the construction-site. The SWPPP also outlines the monitoring and sampling program required for the construction-site to verify compliance with discharge Numeric Action Levels set by the Construction General Permit.

### **Industrial General Permit**

Order No. 2014-0057 DWQ for the Industrial General Permit became effective on July 1, 2015, and is an NPDES permit regulating discharges of stormwater associated with industrial activities, including those generated by the following:



- Facilities subject to stormwater effluent limitations guidelines, new source performance standards, or toxic pollutant effluent standards
- Manufacturing facilities
- Oil and gas/mining facilities
- Landfills and open dumps that receive industrial waste and land application-sites
- Hazardous waste treatment, storage, or disposal facilities
- Recycling facilities
- Steam electric generating facilities
- Transportation facilities
- Sewage or wastewater treatment works

This permit does not cover discharges from construction activities (which are covered under the Construction General Permit) but includes authorized non-stormwater discharges, such as fire hydrant and fire prevention or response system flushing; potable water sources (including potable water related to the operation, maintenance, or testing of potable water systems); drinking fountain water (including atmospheric condensates such as refrigeration, air conditioning, and compressor condensate); irrigation drainage and landscape watering; uncontaminated natural springs; seawater infiltration where the sea waters are discharged back into the seawater source; and incidental windblown mist from cooling towers. Other industrial discharges that are not covered by separate NPDES permits require individual NPDES permits or Waste Discharge Requirements (WDRs); WDRs are discussed below.

To obtain coverage under the Industrial General Permit, the facility operator must submit an NOI for each industrial facility, along with a site-specific SWPPP that identifies BMPs to reduce pollutants in the stormwater per the provisions of the General Industrial Permit. The permit identifies conditional exclusions for certain facilities that may obtain No Exposure Certification (NEC) coverage; requires electronic reporting via the Stormwater Multiple Application and Report Tracking System (SMARTS); sets training qualifications for dischargers; includes requirements for the design storm standards for treatment-control BMPs; and establishes stormwater monitoring and sampling protocols. Also, it requires compliance with NAL; preparation of Exceedance Response Actions when a NAL is exceeded; and monitoring for 303(d) impairments when the facility contributes runoff to the impaired water body. Annual evaluation of the facility and regular monitoring of BMPs are also required and must be submitted/reported to the SWRCB.

On November 6, 2018, the State Water Board amended the Industrial General Permit Order 2014-0057- DWQ (as amended by Order 2015-0122-DWQ) to incorporate the following requirements: (1) federal sufficiently sensitive test method ruling; total maximum daily loads implementation requirements; and Statewide compliance options incentivizing on-site or regional stormwater capture and use. The new requirements became effective on July 1, 2020.

#### **d. Local Regulations**

##### **Rancho Cucamonga General Plan**

The Resource Conservation chapter of the Rancho Cucamonga General Plan provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources as well as the energy resources contained in the City. The Safety chapter identifies hazards that would affect the City and supports plans to deal with the

hazard. Goals and policies that relate to hydrology and water quality and would apply to the project include the following:

**Goal RC-2 Water Resources.** Reliable, readily available, and sustainable water supplies for the community and natural environment.

**Policy RC-2.1 Water Supplies.** Protect lands critical to replenishment of groundwater supplies and local surface waters.

**Policy RC-2.2 Groundwater Recharge.** Preserve and enhance the existing system of stormwater capture for groundwater recharge.

**Policy RC-2.5 Water Conservation.** Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

**Goal S-4 Flood Hazards.** A community where developed areas are not impacted by flooding and inundation hazards.

**Policy S-4.2 Flood Risk in New Development.** Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structure located in floodplains.

**Policy S-4.3 500-Year Floodplain.** Promote the compliance of 100-year floodplain requirements on properties located within the 500-year floodplain designation.

**Policy S-4.4 Flood Infrastructure.** Require new development to implement and enhance the Storm Drain Improvements Plan by constructing stormwater management infrastructure downstream of the proposed site.

**Policy S-4.5 Property Enhancements.** Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.

## **NPDES Location Implementation Plan**

The framework that provides the foundation for implementation of the MS4 Permit requirements is described in the Municipal Stormwater Management Plan (MSWMP). The City of Rancho Cucamonga Location Implementation Plan (LIP) was adopted in July 2011 and last updated in February 2019, as required by the MS4 Permit (Sections III.A.2.a; III.B1). The LIP describes how the City implements the requirements of the MS4 Permit within its own jurisdiction. Accordingly, the MSWMP and the LIP are the principal documents that comprehensively translate the MS4 Permit requirements into actions that manage water quality in the local MS4.

## **Stormwater and Urban Runoff Management and Discharge Control Ordinance**

The City's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Chapter 19.20 of the Rancho Cucamonga Municipal Code [RCMC]) was adopted to comply with the CWA, the Porter-Cologne Act, and the City's NPDES MS4 Permit. The ordinance sets regulations to protect and enhance the water quality in water bodies, water courses, and wetlands in the City. The regulations address connections to the City's MS4 system, protection of the MS4 system, prohibited

discharges, compliance with NPDES permits, implementation of BMPs, spill containment, required notification of accidental discharges, and property owner responsibility for illegal discharges.

This ordinance also includes requirements for the protection of the storm drainage system, non-stormwater and stormwater discharges from construction activities, and the preparation of WQMPs that identify permanent BMPs in new development and major redevelopment projects. With respect to the preparation of WQMPs, prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects are required to submit a WQMP to the City Engineer, on a form provided by the City, for City review and approval.

### 4.10.3 Impact Analysis

#### **a. Significance Thresholds**

In accordance with Appendix G of the *CEQA Guidelines*, a hydrology and water quality impact is considered significant if the proposed project would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
  - a. result in substantial erosion or siltation on- or off-site;
  - b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
  - c. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
  - d. impede or redirect flood flows;
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

#### **b. Methodology**

The analysis of hydrologic and water quality impacts is based on information and data contained in the WQMP (Appendix I-1) including site runoff estimates, soil properties, impervious surface area, and water quality BMPs. Future water supply and demand from the WSA prepared for the project (Appendix I-2) and was also considered in this analysis to determine if there is an adequate supply of water for the project.

In addition to the studies referenced above, aerial imagery, grading plans, and drainage plans for the project site were reviewed to analyze pre- and post-construction hydrology. Documents published by the SWRCB and Santa Ana RWQCB, including plans and permits, were reviewed to provide information on existing water quality as well as required water quality improvement measures. Finally, federal FIRMs were assessed to determine flood potential on the project site.

### c. Project Impacts

**Threshold 1:** Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

**Impact HYD-1** CONSTRUCTION AND OPERATION OF THE PROJECT COULD INCREASE EROSION, POLLUTION, AND STORMWATER RUNOFF DUE TO SITE DISTURBANCE AND INCREASED IMPERVIOUS SURFACE AREA. COMPLIANCE WITH APPLICABLE REGULATIONS AND POLICIES, INCLUDING PREPARATION OF A SWPPP DURING CONSTRUCTION AND ON-SITE CAPTURE AND TREATMENT OF STORMWATER RUNOFF THROUGH FOUR INFILTRATION CHAMBERS DURING OPERATION, WOULD REDUCE WATER QUALITY IMPACTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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### Construction-Related Impacts

#### *Surface Water Quality*

Construction activities associated with the development of the project would have the potential to generate sediment/silt, debris, organic waste, chemicals, paints, and other solvents. As such, short-term water quality impacts have the potential to occur during project construction in the absence of any protective or avoidance measures.

Construction-related activities that are primarily responsible for sediment releases are related to exposing previously stabilized soils to potential mobilization by rainfall/runoff and wind. Such activities include removing vegetation from the site, grading the site, and trenching for infrastructure improvements. The project could also result in temporary impacts to surface water quality from other construction-related activities (e.g., erosion, spills, and leaks due to construction equipment). Spills or leaks from heavy equipment and machinery, construction staging areas, or building sites can enter the runoff and typically include petroleum products such as fuel, oil and grease, and heavy metals. In addition, pollutants that are also of concern during construction relate to construction materials and non-stormwater flows and generally include construction materials (e.g., paint and stucco); chemicals and other liquid products used in building construction or the maintenance of heavy equipment; and concrete and related cutting or curing residues.

As mentioned in Section 4.10.1f, the project's receiving water bodies (Cucamonga Creek Reach 1, Mill Creek Prado Area, Chino Creek Reach 1A, Santa Ana River Reach 3, and Prado Dam) are impaired by various pollutants. Pollutants of concern from construction-sites could impact these downstream water bodies and have the potential to contribute to the existing impairments. Without appropriate stormwater management, construction-site runoff would enter adjacent storm drain lines and would contribute to pollutants in the stormwater.

The CWA establishes a framework for regulating potential water quality impacts from construction activities through the NPDES program. The project would be required to comply with the requirements and water quality standards outlined in the Construction General Permit. This permit requires the discharger to perform a risk assessment for the proposed development (with different requirements based upon the determined risk level for sediment transport and receiving water risk) and to prepare and implement an SWPPP, which must include erosion control and sediment control BMPs, wind and water tracking controls, hazardous material management practices, and other site-management BMPs that meet or exceed measures required by the determined risk level of the Construction General Permit. The BMPs that are most often used during construction include watering of exposed soils; covering soil stockpiles; stabilizing construction entrances; installing

sandbag or gravel bag berms to minimize off-site runoff; creating temporary desilting basins, and timing grading to avoid the rainy season. A Construction-Site Monitoring Program that identifies monitoring and sampling requirements implemented by a qualified SWPPP practitioner during construction is also a requirement of the SWPPP, for applicable projects, including the proposed project.

Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. In addition to erosion and sediment control, BMPs that would be implemented during construction of the project include, but are not limited to: waste and materials management, non-stormwater management, training and education, inspections, maintenance, and visual monitoring and reporting. The BMPs would be implemented in compliance with the Construction General Permit Risk Level 1 requirements.

The construction-phase BMPs would ensure effective control of not only sediment discharge, but also of pollutants associated with sediments (e.g., nutrients, heavy metals, and certain pesticides, including legacy pesticides). Also, compliance with Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology (BAT/BCT) requires that BMPs used to control construction water quality impacts are updated over time as new water quality control technologies are developed and become available for use. Per CWA Section 304(b), BCT addresses conventional pollutants from existing industrial point sources and BAT represents the best available economically achievable performance of plants in the industrial subcategory or category. Therefore, compliance with the BAT/BCT performance standard ensures mitigation of construction water quality impacts over time.

Furthermore, the project applicant is required to obtain an NPDES permit and prepare an SWPPP and WQMP. The project would also implement Mitigation Measure HYD-1, which requires the project applicant to prepare and implement an erosion control plan. With implementation of Mitigation Measure HYD-1, the project would not be anticipated to violate water quality standards during construction; therefore, impacts would be less than significant with mitigation incorporated.

### *Groundwater Quality*

The project site is located within the Chino Groundwater Basin. According to the project's geotechnical report (Appendix F-1), groundwater was estimated at levels greater than 25 feet below ground. Excavation activities associated with the project would occur at approximately 12 feet below ground surface and would not extend to depths where groundwater could be encountered, and construction activities would not impact groundwater quality.

## **Operation-Related Impacts**

### *Surface Water Quality*

The project site consists of approximately 13.8 percent impervious surfaces associated with the existing historic residential building. The project would include redevelopment of the site with three warehouse buildings, and impervious surfaces would be increased to approximately 73.7 percent (Thienes 2019). The project would include impervious surfaces associated with buildings, parking areas, trash collection areas, and loading docks, and include outdoor activities associated with operations that may lead to release of pollutants (e.g., metals, oil and grease, trash and debris and pathogens [bacteria/viruses]) into stormwater. In addition, maintenance of landscaped areas may potentially contribute to nutrients, noxious aquatic plants, sediment/toxic suspended solids/pH, trash and debris, pesticides/herbicides, organic compounds (including solvents), and oxygen

demanding compounds that may enter stormwater. These pollutants may lead to the degradation of stormwater quality in downstream water bodies.

Pollutant concentrations in urban runoff are extremely variable and are dependent on storm intensity, land use, elapsed time since previous storms, and the volume of runoff generated in an area that reaches receiving waters. The pollutants of concern associated with the proposed project include pathogens, nutrients, and metals (Thienes 2019). Potential water quality impacts are related to the increase in the peak runoff, new urban uses, and the sensitivity of the receiving water. As identified in the setting (see Section 4.10.1), the primary receiving waters for runoff from the project site are already impaired, so stormwater runoff from the project has the potential to add to these impairments during operation. As such, the project would be required to comply with the applicable MS4 Permit, which specifies requirements for managing runoff water quality from new development and significant redevelopment projects. The project qualifies as a “Priority Project,” therefore, a project-specific WQMP is required. A preliminary WQMP has been prepared for the project and is included in Appendix I-1 of this Draft EIR. The WQMP would be finalized based on the final design before approval of future grading permits.

As described in the preliminary WQMP (Appendix I-1), prior to project stormwater being discharged off-site into an existing public storm drain system, roof and surface stormwater runoff would be conveyed to on-site infiltration chambers for water quality treatment. These systems would utilize infiltration as their primary form of treatment (the systems store stormwater runoff until it gradually exfiltrates into the underlying soil). Pollutant removal occurs through the infiltration of runoff and the adsorption of pollutants into the soil. This practice has high pollutant removal efficiency. The infiltration chambers for each drainage management area (DMA) have been designed to meet runoff volume requirements established by the San Bernardino County Stormwater Program for water quality control (LID design capture volume [DCV]). No further site design source control BMPs are required (Thienes 2019).

Additionally, non-structural BMPs that would be implemented as part of the project include, but are not limited to, education for property owners, tenants, and employees; activity restrictions; landscape management; BMP maintenance; compliance with the local water ordinance; spill contingency plan; uniform fire code implementation; litter/debris control program; employee training; housekeeping of loading docks; catch basin inspection; vacuum sweeping of private streets and parking lots; and compliance with all other applicable NPDES permits. Structural source-control BMPs would include storm drain system stenciling and signage; design and construction of trash and waste storage to reduce pollution introduction; and use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control. With the implementation of structural and non-structural BMPs identified in the preliminary WQMP for the project, pollutants in stormwater runoff would be treated and removed prior to entering the City’s storm drainage system. Therefore, potential impacts on water quality from stormwater runoff would be less than significant.

While the future tenants of the project are unknown at this time, individual facilities that would result in non-stormwater discharges would have to comply with the NPDES Industrial General Permit, including obtaining coverage under the permit; preparing a SWPPP and implementing the BMPs outlined in the SWPPP; and annual evaluation and regular monitoring (e.g., visual observation and sampling and analysis) to prevent or reduce pollutants that enter the stormwater or that are discharged into the storm drainage system and to determine if the BMPs are adequate and properly implemented. If the facility is not covered under the Industrial General Permit, it would have to obtain an individual NPDES permit or waste discharge requirements from the SWRCB.

The minimum BMPs that must be included in the SWPPP include good housekeeping practices, preventative maintenance, spill and leak prevention and response, material handling and waste management, erosion and sediment controls, an employee training program, and quality assurance and record keeping. Advanced BMPs must be implemented to the extent feasible and include exposure minimization of industrial materials, stormwater containment and discharge reduction, treatment control, and other BMPs that are necessary to meet the effluent limitations of the Industrial General Permit. Implementation of these BMPs by individual tenants of the project would prevent adverse impacts on stormwater quality during the long-term operations of the project. Impacts would be less than significant.

Development of the project would also have to comply with the City of Rancho Cucamonga's Stormwater and Urban Runoff Management and Discharge Control Ordinance (Section 19.20 of the City's Municipal Code), which outlines regulations for allowable discharges into the storm drainage system. This ordinance was developed in accordance with the NPDES Permit for San Bernardino County.

Adherence to regulations addressing water quality during operation would prevent violations of water quality standards and the degradation of stormwater quality. Impacts would be less than significant.

#### *Groundwater Quality*

During operation of the proposed project, impacts to groundwater quality would not occur since no groundwater extraction activities are proposed. The project also would implement structural and non-structural BMPs that would prevent pollutants from adversely impacting groundwater resources. Notably, pollutant removal would occur through the infiltration of roof and surface runoff and the absorption of pollutants into the soil. Therefore, impacts to groundwater quality during operations would be less than significant.

### **Mitigation Measure**

#### *HYD-1 Erosion Control Plan*

Prior to issuance of a grading permit, a site-specific erosion control plan that incorporates best management practices shall be prepared by the project applicant and approved by the City. All measures identified in the erosion control plan shall be implemented and monitored for continued compliance by the Rancho Cucamonga Building and Safety Department. Such measures may include slope protection measures, netting and sandbagging, landscaping and possibly hydroseeding, temporary drainage control facilities such as retention areas, etc. All slopes involved with the development shall be constructed using an erosion control mat and a thorough vegetation and landscape plan. A landscaping plan and a landscape maintenance plan shall be designed by a licensed landscape architect. These plans shall be reviewed and approved by the Rancho Cucamonga Planning Department prior to issuance of a grading permit.

### **Significance After Mitigation**

Impacts would be less than significant with mitigation incorporated.

**Threshold 2:** Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

**Impact HYD-2 THE CVWD WOULD SUPPLY THE PROJECT WITH POTABLE WATER, SO THE PROJECT WOULD NOT INVOLVE DIRECT OR INDIRECT WITHDRAWALS OF GROUNDWATER. IN ADDITION, THE PROJECT'S INFILTRATION CHAMBERS WOULD ALLOW FOR PERCOLATION AND HELP RECHARGE GROUNDWATER. THEREFORE, THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The project would not involve direct or indirect withdrawals of groundwater and as previously discussed, excavations at the site would not encounter underlying groundwater resources. The CVWD would supply the project with potable water. CVWD receives approximately 48 percent of its water from groundwater wells in the Chino Basin and the Cucamonga Basin, with the remainder coming from imported water supplies and local canyon and tunnel water (CVWD 2021). As further discussed in Section 4.18, *Utilities and Service Systems*, of this Draft EIR, there would be an overall increase in water demand generated at the project site with implementation of the project, compared to site's existing conditions. The increase in water demand for the site would be approximately 53 AFY. A site-specific WSA was prepared for the project (Appendix I-2), which shows that CVWD has available water supplies to meet the water demands of the project for the next 20 years through 2040, including demands during normal, single dry and multiple dry years (Valued Engineering 2023). With approval of the WSA in November 2023, available water supplies would be adequate to serve the project. Therefore, the project would not deplete groundwater supplies.

Recharge basins for the Chino Basin are not located in the vicinity of the project site; however, the project's four proposed infiltration chambers would allow for percolation. Building 1 would have an infiltration chamber north and south of the building; Building 2 would have an infiltration chamber south of the building; and Building 3 would have an infiltration chamber east of the building. This practice has high pollutant removal efficiency and can also help recharge groundwater. In addition, the change in impervious area associated with the project (an increase of approximately 35.2 acres), is relatively small compared to the overall basin area, and would not impact groundwater recharge. Therefore, implementation of the project would not interfere with groundwater recharge.

Based on the foregoing analysis, the project would not substantially decrease groundwater supplies nor would the project interfere with groundwater recharge such that the project would impede sustainable groundwater management in the basin. Therefore, potential impacts would be less than significant.

### **Mitigation Measures**

Impacts would be less than significant. Therefore, mitigation is not required.



**Threshold 3a:** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

**Impact HYD-3a** THE PROJECT WOULD BE REQUIRED TO IMPLEMENT AN SWPPP, WQMP, AND EROSION CONTROL PLAN (MITIGATION MEASURE HYD-1) TO MINIMIZE POTENTIAL WATER QUALITY IMPACTS. THE POST-DEVELOPMENT TOTAL SUSPENDED SOILS CONCENTRATIONS ARE ANTICIPATED TO BE LOWER THAN EXISTING CONDITIONS, WHICH WOULD REDUCE SUSPENDED SEDIMENT IN RUNOFF. THEREFORE, THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER THAT WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION.

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The project would alter existing ground contours of the project site and install impervious surfaces, which result in changes to the site's existing internal drainage patterns. Although the project would alter the project site's internal drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Nonetheless, the project would be required to implement an SWPPP, WQMP, and erosion control plan to minimize potential water quality impacts due to erosion and siltation. The erosion control plan is described in Mitigation Measure HYD-1.

Implementation of the project would also result in an increase in impervious surfaces at the site. The post-development total suspended soils concentrations are anticipated to be lower than existing conditions due to the reduction in exposed soils, and installation of BMPs, which would reduce suspended sediment in runoff. Furthermore, the project is required to comply with any applicable federal, State, regional, or local regulations in order to reduce impacts in the form of siltation or erosion, and drainage patterns to the Santa Ana River Watershed would be maintained. In summary, with implementation of Mitigation Measure HYD-1, the project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on or off-site, and impacts would be less than significant.

### **Mitigation Measure**

Mitigation Measure HYD-1, described under Impact HYD-1, requires an erosion control plan to be prepared by the project applicant and approved by the City prior to issuance of a grading permit. Also, a landscaping plan and a landscape maintenance plan shall be designed by a licensed landscape architect and approved by the Rancho Cucamonga Planning Department prior to issuance of a grading permit.

### **Significance After Mitigation**

Impacts would be less than significant with mitigation incorporated.

**Threshold 3b:** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

**Impact HYD-3b** THE PROJECT SITE IS LOCATED MOSTLY ON LAND THAT IS DESIGNATED AS HAVING A MINIMAL FLOOD HAZARD, AND THE PROPOSED STORM DRAIN IMPROVEMENT LINE WOULD BE DESIGNED TO RECEIVE THE ANTICIPATED STORMWATER DISCHARGE FROM THE PROJECT AND HISTORICAL STORMWATER FROM THE ADJACENT PROPERTIES NORTHWEST OF THE PROJECT. THEREFORE, THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF THAT WOULD RESULT IN FLOODING ON- OR OFF-SITE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Development of the project would alter existing ground contours of the project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. To collect surface flows, the project would include a complex drainage system which includes below-ground infiltration facilities. The project would include the development of new buildings and hardscapes that would increase the amount of surface on the site compared to existing conditions. These proposed improvements would cause changes in absorption rates, drainage patterns, and the rate and amount of surface water runoff.

There are two parcels (APNs 0207-271-47 and -48) that are adjacent to the northeast portion of the project site, which are owned by SBCFCD. The proposed project does not include improvements that would encroach on these parcels and therefore would avoid any impacts to these parcels. If any changes were to occur that would involve encroachment onto these parcels, the applicant would be required to obtain a permit from the SBCFCD prior to project construction.

Cucamonga Creek runs near the northeastern border of the project site. However, the creek is concrete lined at this location in an effort by the USACE to control and confine the creek as a part of their flood control project. A floodwall was previously erected along the portion of the Cucamonga Creek that borders the project.

Further, as shown in Figure 4.10-3, the project site is located mostly on land that is designated as having a minimal flood hazard; however, certain portions of the project site are within a Special Flood Hazard Area (SFHA). The eastern portion of the project site is within a region classified as having a 0.2 percent annual chance of flooding. The southern border of the project site is within Zone A of the FEMA FIRM which denotes areas that have a one percent annual chance of flooding but do not have base flood elevations. The project site is relatively flat, gently sloping downward from the northwestern area to the southeastern area at an approximately one percent gradient. Floodwaters would also follow this gradient. In addition, the project applicant is required to obtain a floodplain development permit prior to initiating any project-related construction. This permit is mandated for development within an SFHA to ensure compliance with the requirements of the National Flood Insurance Program (NFIP), applicable building codes, and local floodplain ordinances.

The project also would utilize an approximately 66 to 78-inch-wide storm drain improvement line along the southern boundary of the site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. This new storm drain improvement line has been designed to receive all of the anticipated stormwater discharge from the project and historical stormwater from the adjacent properties northwest of the project. Implementation of the approximately 66 to 78-inch-wide storm drain improvement line would minimize impacts associated

with surface runoff and flooding on or off-site from project-related construction and operation activities. Impacts would be less than significant.

### Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

**Threshold 3c:** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

**Impact HYD-3c** THE PROJECT WOULD ALTER EXISTING GROUND CONTOURS OF THE PROJECT SITE AND WOULD INCREASE THE IMPERVIOUS SURFACE AREA ON THE SITE; HOWEVER, THE CHANGES TO THE SITE WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER THAT WOULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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Development of the project would alter existing ground contours of the project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. Two existing storm drains exist within the project site. One drain initiates and terminates in the eastern portion of the project site while the other follows the southern boundary of the project site along the northern portion of the BNSF railway. An under-road culvert was also observed east of Vineyard Avenue, which was intended to direct flows eastward to storm drain directly east of Cucamonga Creek. No drainage patterns were observed there as well.

The project applicant also proposes to install an approximately 66 to 78-inch-wide storm drain improvement line along the southern boundary of the project site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. This would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. No further updates are proposed for Cucamonga Creek. With the lack of existing drainage infrastructure in use within the project site and the proposed development of a new stormwater facility, impacts associated with runoff would be less than significant.

The project would be required to comply with an SWPPP and preliminary WQMP to ensure that project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant.

### Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

**Threshold 3d:** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

**Impact HYD-3d** THE EXISTING SLOPE OF THE SITE WOULD BE LARGELY MAINTAINED AND THE PROPOSED STORM DRAIN IMPROVEMENT LINE WOULD CONNECT THE STORM DRAIN SYSTEM TO CUCAMONGA CREEK. FURTHERMORE, THERE ARE NO PLANS TO ALTER THE CREEK OR ITS BORDERING FLOODWALLS. THEREFORE, THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA IN A MANNER THAT WOULD IMPEDE OR REDIRECT FLOOD FLOWS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Development of the project would alter existing ground contours of the project site and would increase the impervious surface area on the site, all of which would result in changes to the existing surface flood flows interior to the site. To collect surface flood flows, the project would include a complex drainage system which includes below-ground infiltration facilities. As discussed under Impact HYD-3b, the majority of the project site is located in a zone noted as having minimal flood risk by FEMA. The eastern end of the site is within a zone noted as having a 0.2 annual chance of flooding. The southern border of the project site is within Zone A of the FEMA FIRM which denotes areas that have a one percent annual chance of flooding but do not have base flood elevations. The existing slope of the site trends southeast with a one percent gradient, which would be largely maintained. Cucamonga Creek is located on the northeastern border of the project site, however, the water from the creek flows away from the project site to the southeast. The project involves implementation of an approximately 66 to 78-inch-wide storm drain improvement line along the southern boundary of the project site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. Furthermore, there are no plans to alter the creek or its bordering floodwalls. Therefore, impacts associated with impedance or redirection of flood flows would be less than significant.

### Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

**Threshold 4:** In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

**Impact HYD-4** NO OCEANS, LAKES, PONDS, OR PARTIALLY CLOSED STANDING BODIES OF WATER ARE FOUND NEAR THE PROJECT SITE. THE PROJECT SITE IS IN A ZONE NOTED AS HAVING MINIMAL FLOOD RISK BY FEMA. FURTHERMORE, THE WQMP AND SWPPP WOULD LIMIT POLLUTION RATES FROM STORMWATER CONVEYANCE, AND THE PROJECT WOULD BE REQUIRED TO COMPLY WITH APPLICABLE FEDERAL STATE, AND REGIONAL REGULATIONS REGARDING THE TRANSPORT, HANDLING, STORAGE, AND DISPOSAL OF HAZARDOUS SUBSTANCES. THEREFORE, THE PROJECT IS NOT LOCATED WITHIN A FLOOD HAZARD, TSUNAMI, OR SEICHE ZONE, AND WOULD NOT RISK THE RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The nearest body of water to the project is Cucamonga Creek which runs along its northeastern border. No oceans, lakes, ponds, or partially closed standing bodies of water are found near the project site. Therefore, the project is not within a zone with risk of seiche or tsunami.

As discussed under Impact HYD-3b, the project is in a zone noted as having minimal flood risk by FEMA. The eastern end of the site is within a zone noted as having a 0.2 annual chance of flooding.

The southern border of the project site is within Zone A of the FEMA FIRM, which denotes areas that have a one percent annual chance of flooding but do not have base flood elevations. The existing slope of the site trends southeast with a one percent gradient. These flood zones pose minimal flood risk with a minute chance of floods occurring.

In the unlikely event a release of pollutants occurred as the result of a flooding, the WQMP and SWPPP created for the project would limit pollution rates from stormwater conveyance. The project's construction contractor(s) would be required to comply with a SWPPP, and the project's owner or operator would be required to comply with the preliminary WQMP (Appendix I-1) to ensure that project-related construction activities and operational activities do not result in substantial amounts of polluted runoff.

As discussed in Section 4.9, *Hazards and Hazardous Materials*, Phase I and II ESAs were conducted for the project, which identified historical use of lead-based paints and asbestos at the site. However, further investigation determined there were no soil impairments associated with the past and present uses of the project site. The project would be required to comply with applicable federal, State, and regional regulations regarding asbestos and lead-based paint removal prior to construction. While project operations would involve typical hazardous materials/chemicals associated with warehousing uses such cleaners, paints, solvents, and fertilizers and pesticides for site landscaping, any routine transport, use, and disposal of these materials must adhere to federal, State, and local regulations for transport, handling, storage, and disposal of hazardous substances. For additional information about the potential risk of release of hazardous materials into the environment and associated mitigation measures, refer to Section 4.9, *Hazards and Hazardous Materials*.

As discussed above, the project site is in a low flood risk of the area. With the application of stormwater plans in the SWPPP and WQMP, compliance with applicable federal, State, and regional regulations regarding asbestos and lead-based paint removal, as well as the transport, handling, storage, and disposal of hazardous substances, potential impacts from the release of pollutants due to project inundation would be less than significant.

## **Mitigation Measures**

Impacts would be less than significant. Therefore, mitigation is not required.

**Threshold 5:** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

**Impact HYD-5** THE PROJECT WOULD BE REQUIRED TO COMPLY WITH THE SANTA ANA RWQCB'S SANTA ANA BASIN PLAN, CONSTRUCTION GENERAL PERMIT, RCMC, SWPPP, AND WQMP. THE PROJECT SITE IS LOCATED WITHIN THE CHINO AND CUCAMONGA GROUNDWATER BASINS, WHICH ARE BOTH ADJUDICATED BASINS AND THEREFORE EXEMPT FROM PREPARING A GSP. THEREFORE, THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed under Impact HYD-1, the project site is within the Santa Ana River Basin; therefore, project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana Basin Plan. The Santa Ana Basin Plan describes actions by the RWQCB and others that are necessary to achieve and maintain the water quality standards. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface water. Permits are issued under several programs and authorities. The

terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. The RWQCB ensures compliance with the Santa Basin Plan through its issuance of NPDES Permits, issuance of Waste Discharge Requirements (WDR), and Water Quality Certifications pursuant to Section 401 of the CWA.

With adherence to State and local water quality regulations (Construction General Permit, the RCMC, preparation and implementation of a SWPPP during construction, preparation and implementation of a WQMP for operation), the potential for the project to generate pollutants and impact water quality during construction and operation would be less than significant. The project would not degrade water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the project would not result in water quality impacts that would conflict with the Santa Ana Basin Plan.

The 2014 SGMA requires local public agencies and GSAs in “high-” and “medium”-priority basins to develop and implement GSPs or alternatives to GSPs. The California Department of Water Resources (DWR) currently categorizes the Chino and Cucamonga Groundwater Basins, which supply groundwater to the CVWD, as “very low” priority (CVWD 2021). Therefore, the Chino and Cucamonga Groundwater Basins are not subject to the requirements of the SGMA. Furthermore, Section 10720.8(a) of the SGMA exempts adjudicated basins from the SGMA’s requirement to prepare a GSP; the Chino and Cucamonga Groundwater Basins have been adjudicated. Therefore, preparation of GSPs is not required and the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

### **Mitigation Measures**

Impacts would be less than significant. Therefore, mitigation is not required.

#### **4.10.4 Cumulative Impacts**

For purposes of hydrology and water quality resources, cumulative impacts are considered for projects located within Rancho Cucamonga; see Table 3-1, *Cumulative Projects List*. Cumulative impacts to hydrology and water quality could occur as new development, redevelopment, and existing uses are ongoing within the City of Rancho Cucamonga. The General Plan EIR concludes that future development and redevelopment projects within Rancho Cucamonga would be implemented in compliance with applicable water quality regulation and water quality impacts would be less than significant. The Rancho Cucamonga General Plan EIR also concludes that continued management of the groundwater basins and compliance with the pertinent adjudication orders would prevent overdraft conditions, water quality problems, and other impacts on groundwater resources in the watershed. The regional channels have been designed to accommodate runoff from the entire watershed, and new developments are required to provide on-site improvements and other storm drainage system upgrades to prevent the creation of flood hazards at downstream areas. Further, it is concluded that cumulative impacts from dam inundation would be less than significant, and there would be no cumulative impacts associated with seiche or tsunamis. Thus, the Rancho Cucamonga General Plan EIR concludes that development anticipated under the Rancho Cucamonga General Plan would not result in cumulatively considerable hydrology, drainage, or water quality impacts.

Project construction and the construction of cumulative development would have the potential to contribute to waterborne pollution, including erosion and siltation, to the Santa Ana River Watershed. Pursuant to the requirements of the SWRCB and the Santa Ana RWQCB, all construction projects that disturb one or more acres of land area are required to obtain coverage for

construction activities under the State's General Construction NPDES Permit. To obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate the discharge of pollutants to surface waters. Compliance with these mandatory regulatory requirements would ensure that development projects within the Santa Ana River watershed, including the project and cumulative projects, would have a less-than-significant cumulative water quality impact during construction. Construction of the project would not contribute to cumulatively considerable water quality effects during construction.

The project and all cumulative developments in the Santa Ana River Basin would be required to comply with applicable regulations that enforce the Basin Plan, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, which includes provisions of Rancho Cucamonga's Stormwater and Urban Runoff Management and Discharge Control Ordinance for projects in Rancho Cucamonga (Chapter 19.20 of the RCMC, would ensure that development projects within the Santa Ana River watershed, including the project and cumulative projects, would have a less-than-significant cumulative water quality impact during operations.

Operational activities on the project site would be required to comply with the project's approved WQMP to minimize the amount of waterborne pollution, including erosion and sediment, discharged from the site, resulting in a less-than-significant impact. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, operation of the project would not contribute to cumulatively considerable water quality effects. A portion of the City's water comes from groundwater resources from the Chino Basin and the Cucamonga Basin. These adjudicated basins continued to be managed and compliance with the pertinent adjudication orders prevents overdraft conditions, water quality problems, and other impacts on groundwater resources in the watershed. The project in conjunction with cumulative development would not result in significant impacts to groundwater supplies or groundwater quality and therefore would not result in a cumulative impact. Accordingly, the project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with groundwater.

Construction of the project and other development projects within the Santa Ana River Basin would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans to mitigate flood hazards both on- and off-site. Compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. Also, future development proposals within the Santa Ana River Basin would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the City of Rancho Cucamonga and other jurisdictions, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Impact HYD-3b, the project is designed to ensure that runoff from the project site during the 100-year storm events with the project is the same as compared to existing conditions, and the impact would be less than significant. Because the project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available

conveyance infrastructure, a cumulative impact related to flood hazards would not occur. Additionally, the project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with flooding.

The project, combined with cumulative projects, would not result in a risk for release of pollutants from flooding, seiche, a tsunami, or inundation from dam failure and would therefore not result in a cumulative impact. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with inundation.



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## 4.11 Land Use and Planning

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This section analyzes the project's potential impacts on land use and planning. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

The analysis contains a description of the planning context of the project site, the regulatory setting for project site land use, and a discussion of the project's consistency with applicable land use plans, policies, and regulations. The analysis is based on the PlanRC 2040 City of Rancho Cucamonga General Plan, Rancho Cucamonga General Plan Update EIR, the Pre-1982 Rancho Cucamonga Municipal Code (RCMC), and Southern California Association of Governments' (SCAG) Connect SoCal.

### 4.11.1 Setting

#### **a. Existing Project Site**

The project site is a 45.97-net-acre area comprised of nine parcels. It is mainly vacant with an abandoned historic structure home on the west side at 8803 Baker Avenue. The site is primarily covered with low-lying vegetation consisting of grasses and weeds. The site is predominantly flat, with a gentle slope from approximately 352 above mean sea level (amsl) at the west side of the project site to approximately 340 amsl at the east side of the project site.

The project site is designated as Neo-Industrial Employment District and zoned as Neo-Industrial (NI) under the City's General Plan Land Use Map and RCMC, respectively. Permitted uses in the Neo-Industrial Employment District include low impact industrial activities, such as warehouses with a floor-area-ratio of 0.4 to 0.6.

#### **b. Surrounding Land Uses**

The project site is in an urban area surrounded by roads and urban structures, including industrial, residential, and commercial buildings. North of 9th Street are single-family homes, light industrial warehouses, and residential communities. The adjacent properties to the north are zoned for Industrial Employment (IE), Neo-Industrial (NI), Parks (P), Neighborhood General 3 – Limited (NG3-L), Flood Control/Utility Corridor (FC/UC), and Medium Residential (M) uses. The eastern border of the project site is formed by Vineyard Avenue and Cucamonga Creek, a concrete-lined stormwater drainage channel. Cucamonga Creek originates in the San Gabriel Mountains and flows south into the Santa Ana River at the Prado Dam. East of Cucamonga Creek are NI zoned lands. The Burlington Northern and Santa Fe (BNSF) railway is located directly south of the site. South of the railway and 8th Street, there are properties zoned for residential and commercial uses within the City of Ontario. To the west, the project site is bordered by Baker Avenue, beyond which lie single-family homes zoned as Low Residential (L). The southern boundary of the project site is approximately 105 feet north of the City of Ontario boundary, and the western boundary is approximately 0.5 miles west of the City of Ontario boundary.

## **c. Proposed Land Use Entitlements**

### **Development Agreement**

The project includes a Development Agreement, to (1) confirm the terms of the applicant's dedication of land, funding obligations, and construction of the proposed industrial buildings and rehabilitation of the Baker House, (2) confirm the applicable development impact fees, (3) confirm the required off-site improvements, and (4) confirm the purchase terms of the approximately 707 square feet (sf) of land from the City for the purpose of the construction of off-site improvements to the traffic signals at the intersection of 8th Street and Baker Avenue, which are necessary for adequate traffic circulation around the project.

### **Tentative Parcel Map**

The project includes a Parcel Map Amendment to consolidate the existing nine parcels into four parcels. SUBTPM20173 would create the following parcels: Parcel 1 with a parcel size of 28.38 net acres in size for Building 1, Parcel 2 with a parcel size of 5.80 net acres in size for Building 2, and Parcel 3 with a parcel size of 11.79 net acres in size for Building 3. Parcel 4 would be for the renovated historically significant building. SUBTPM20173 would also include all required land dedications, vacations, and easements.

### **Design Review**

The project includes the Design Review for the site development and architectural design of three warehouse buildings totaling approximately 982,096 sf that range in size from 107,541 to 611,574 sf on approximately 45.97 net acres. The design of the buildings is further discussed in Section 2, *Project Description*.

### **Conditional Use Permit**

The project includes a Conditional Use Permit (CUP) in order to permit the "Wholesale, Storage, and Distribution – Medium" use within the three proposed buildings.

### **Certificate of Appropriateness**

The project includes the alteration and restoration of the historically significant ±1,260 sf building located at 8803 Baker Avenue, referred to as the Baker House. With the development of the project, the City would review the rehabilitation and future use of the residential structure in conformance with the City's Historic Preservation Ordinance, Refer to Section 4.5, *Cultural Resources*, and the Historical Resources Impacts Assessment (Appendices D-3, D-4 and D-5) for more information.

### **Additional Permits**

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

## 4.11.2 Regulatory Setting

### a. Regional Regulations

#### **Southern California Association of Governments**

SCAG is a council of governments representing Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial counties. SCAG is the federally recognized Metropolitan Planning Organization (MPO) for this region. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and State law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the Southern California region's MPO, SCAG cooperates with the South Coast Air Quality Management District (SCAQMD), California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed the Regional Comprehensive Plan, the Regional Housing Needs Assessment, and the 2020-2045 Regional Transportation Plan/Sustainability Communities Strategy (2020-2045 RTP/SCS).

#### *Regional Comprehensive Plan*

SCAG's 2008 Regional Comprehensive Plan (RCP) is a comprehensive, integrated policy plan that addresses regional issues related to growth management and development. The RCP provides a policy framework for preparing local plans and handling issues of regional significance, such as land use and housing, open space and biological habitats, water, energy, air quality, solid waste, transportation, security and emergency preparedness, economy, and education. The RCP advances regional planning by incorporating an integrated approach between SCAG, State and local governments, transportation commissions, resources agencies and conservation groups, the private sector, and the general public.

#### *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

On September 3, 2020, the SCAG Regional Council adopted the 2020-2045 RTP/SCS, also known as Connect SoCal. The 2020-2045 RTP/SCS presents a long-term transportation vision through the year 2045 for the six-county region of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The 2020-2045 RTP/SCS contains baseline socioeconomic projections that are used as the basis for SCAG's transportation planning, and the provision of services by other regional agencies. SCAG's overarching strategy for achieving its goals is integrating land use and transportation. SCAG policies are directed towards the development of regional land use patterns that contribute to reductions in vehicle miles and improvements to the transportation system.

Rooted in past RTP/SCS plans, Connect SoCal's "Core Vision" centers on maintaining and better managing the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. The plan's "Key Connections" augment the "Core Vision" to address challenges related to the intensification of core planning strategies and increasingly aggressive greenhouse gas emissions reduction goals, and include but are not limited to, Housing Supportive Infrastructure, Go Zones, and Shared Mobility. Connect SoCal intends to create benefits for the SCAG region by achieving regional goals for sustainability, transportation equity, improved public health and safety, and enhancement of the regions' overall quality of life. These benefits include but are not limited to a five percent reduction

in vehicle miles traveled (VMT) per capita and vehicle hours traveled by nine percent, increase in work-related transit trips by two percent, create more than 264,500 new jobs, reduce greenfield development by 29 percent, and, building off of the 2016-2040 RTP/SCS, increase the share of new regional household growth occurring in High Quality Transit Areas (HQTAs) by six percent and the share of new job growth in HQTAs by 15 percent.

## **b. Local Regulations**

### **Rancho Cucamonga General Plan**

The Rancho Cucamonga General Plan (PlanRC 2040 or General Plan) is the comprehensive planning document governing development within the project. PlanRC 2040 contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. PlanRC 2040 establishes policies for the orderly growth and development of the City of Rancho Cucamonga. Among other purposes, the Rancho Cucamonga GP identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community in which it serves.

A general plan functions as a guide for the type of community that is desired for the future and provides the means to achieve it. The City of Rancho Cucamonga General Plan contains the following chapters related to the State mandated elements required for a General Plan: Land Use and Community Character, Open Space, Mobility and Access, Housing, Public Facilities and Services, Resource Conservation, Safety, and Noise. The General Plan also includes a General Plan work plan, placemaking Toolkit, and Environmental Justice Strategy.

#### *Land Use and Community Character*

The Land Use and Community Character Chapter provides for a development and resource conservation pattern that preserves and protects the stable residential neighborhoods, diverse commercial and industrial development, extensive parks and recreational facilities, and high-quality community amenities that can be attributed to the City's long-standing commitment to land use planning and urban design, while promoting opportunities for economic development, high-quality local job growth, and fiscal sustainability. The Land Plan depicts the City's vision for how residential, commercial, industrial, open space, and public facility uses would occur in the city limits.

#### *Open Space*

The Open Space Chapter provides a framework for land use decisions related to community open space amenities including the natural and rural foothill open spaces, neighborhood and regional parks, and trails that connect these open spaces to one another and to the nearby neighborhoods.

#### *Mobility and Access*

The Mobility and Access Chapter provides the framework for decisions concerning all means of mobility in Rancho Cucamonga, supporting the City's vision to enhance mobility, provide transportation choices, and promote a healthy community. The Mobility and Access Chapter defines a multi-modal, safe, and efficient circulation system that is intended to minimize local traffic congestion, encourage increased transit use, respond to local business needs, and facilitate coordination toward achieving regional mobility goals.

### *Housing*

The Housing Chapter, also referred to as the Housing Element, is intended to provide residents of the community and local government officials with a greater understanding of housing needs in Rancho Cucamonga, and to provide guidance to the decision-making process in all matters related to housing. The document analyzes existing and future-housing needs, develops a problem-solving strategy, and provides a course of action towards achieving Rancho Cucamonga's housing goal.

### *Public Facilities and Services*

The City and various local public agencies and districts provide a range of public services that are integral to providing a high quality of life for Rancho Cucamonga's residents. The Public Facilities and Services Chapter includes goals, policies, and actions that address community services, such as water storage and distribution, wastewater treatment, storm drainage, and solid waste disposal. In addition, this chapter focuses on public facilities that support community educational, cultural, and civic pursuits, such as schools and libraries.

### *Resource Conservation*

The Resource Conservation Chapter provides the framework to preserve, protect, conserve, re-use, replenish, and efficiently use the City's limited natural resources that include water, open space, sensitive habitat, agricultural lands, flora and fauna. This chapter also includes discussion about the management of energy resources and green building opportunities as they relate to quality of life and sustainability issues.

### *Safety*

The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

### *Noise*

The Noise Chapter specifies outdoor noise level limits for land uses impacted by transportation noise sources. Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use.

## **Rancho Cucamonga Development Code**

Title 17 of the RCMC is the City's Development Code. The Development Code contains land use and development procedures and regulations that identify the permitted land uses on parcels in the City through assigned districts. It also identifies applicable use regulations, site development criteria (e.g., lot size, density/intensity, yard setbacks, open space, heights, parking, landscaped areas), performance standards, and general design regulations (e.g., site design, building orientation, access, parking areas, landscaping, fencing/screening, lighting, building design). The Development Code only allows for development that is consistent with the General Plan Land Use Map and the goals and policies of the General Plan's Land Use Chapter.

### 4.11.3 Impact Analysis

#### a. Significance Thresholds

As per Appendix G of the *CEQA Guidelines*, the proposed project would have a potentially significant impact if it were to result in one or more of the following:

1. Physically divide an established community.
2. Conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

#### b. Methodology

Analysis of conflicts and consistency with applicable plans is included in this section of the Draft EIR. Under State Planning and Zoning law (Government Code Section 65000, et seq.) strict conformity with all aspects of a plan is not required. Generally, plans reflect a range of competing interests and agencies are given great deference to determine consistency with their own plans. A proposed project should be considered consistent with a general plan or elements of a general plan if it furthers one or more policies and does not obstruct other policies.

This analysis considers only those aspects of the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that were adopted or promulgated to avoid or reduce a potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended to avoid or reduce the project's potentially significant environmental impacts.

#### c. Project Impacts

|                                                                                   |
|-----------------------------------------------------------------------------------|
| <b>Threshold 1:</b> Would the project physically divide an established community? |
|-----------------------------------------------------------------------------------|

**Impact LU-1      THE PROJECT CONSISTS OF INFILL DEVELOPMENT WITHIN AN URBANIZED AREA CONSISTENT WITH THE SURROUNDING LAND USES. THEREFORE, THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. NO IMPACT WOULD OCCUR.**

The project would have a significant environmental impact if it were sufficiently large or otherwise configured in such a way as to create a physical barrier or other physical division within an established community. For example, the construction of a highway through an existing community would constrain travel from one side of the community to another, as well as the cohesiveness of that community.

The proposed project involves developing three warehouse buildings with 13,000 sf of office space and 982,096 sf of warehouse space (totaling 982,096 sf). Existing structures on-site would be demolished, with the exception of the Baker House. No new roads or infrastructure would be introduced within the project area. Access to the project would be through five unsignalized driveways on 9th Street, Vineyard Avenue, and Baker Avenue. Street improvements would be made, including sidewalk, landscaping, curb and gutter, utility undergrounding, streetlights, fire hydrants, pavement rehabilitation, utility connections, and signage. Off-site intersections would also be improved to ensure smooth circulation around the project site. The planned improvements at the aforementioned off-site intersections would consist of modification of existing curb returns and ADA ramps, relocation/modification of existing traffic signal facilities, additional curb and gutter, additional sidewalk, asphalt pavement or resurfacing, and street restriping.

The project would not physically divide an established community as it is within the City limits and adjacent to properties with similar designations. The project does not disrupt adjacent residential areas or impede community movement. While there would be development and improvements to the project site, implementation of the project would not physically divide the community. Therefore, no impact under this threshold would occur.

## Mitigation Measures

No mitigation measures are required.

**Threshold 2:** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

**Impact LU-2** THE PROPOSED PROJECT IS MOSTLY CONSISTENT WITH THE APPLICABLE PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING ENVIRONMENTAL EFFECTS. HOWEVER, THE CITY OF RANCHO CUCAMONGA'S GENERAL PLAN DISCOURAGES INDUSTRIAL DEVELOPMENT WITHIN 1,000 FEET OF RESIDENCE, SO THE PROPOSED PROJECT WOULD NOT BE CONSISTENT WITH POLICY LC-7.4. IN ADDITION, NIGHTTIME OPERATION OF THE PROJECT WOULD EXCEED THE CITY OF ONTARIO'S NIGHTTIME EXTERIOR NOISE THRESHOLD AT THE SOUTH END OF THE PROJECT SITE, WHICH WOULD RESULT IN A SIGNIFICANT AND UNAVOIDABLE NOISE IMPACT. AS SUCH, IMPACTS RELATED TO CONSISTENCY WITH PLANS, POLICIES, AND REGULATIONS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

As discussed above in Section 4.11.1, Setting, the current land use and zoning designations for the project site include Neo-Industrial Employment District under the City's General Plan Land Use Map and Neo-Industrial (NI) under the City's RCMC (Rancho Cucamonga, 2021a). The project would be consistent with the allowable uses under the site's land use and zoning designations. No General Plan or zoning amendments are proposed.

The following analysis considers the project's consistency with applicable local and regional land use plans, including the Rancho Cucamonga General Plan, Rancho Cucamonga Development Code, and SCAG 2020-2045 RTP/SCS. Final General Plan consistency would be determined by City decision makers.

## Rancho Cucamonga General Plan Consistency

The following analysis discusses the project's consistency with the applicable goals and policies of the General Plan. The project is consistent with the goals and policies of the following chapters: Land Use and Community Character, Open Space, Mobility & Access, Public Facilities and Services, Resource Conservation, Safety, and Noise, as described below.

Further discussion regarding the project's consistency with respect to the Resource and Conservation Chapter is discussed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*; discussion regarding the project's consistency with respect to the Noise Element is provided in Section 4.13, *Noise*; discussion regarding the project's consistency with the Open Space Chapter is provided in Section 4.1, *Aesthetics*; and discussion regarding the project's consistency with the applicable goals and policies of the Safety Chapter is provided in Section 4.7, *Geology and Soils*.



| General Plan Policy                                                                                                                                                                                                                                                                               | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <b>LAND USE AND COMMUNITY CHARACTER</b>                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Goal LC-1: A City Of Places.</b> <i>A beautiful city with a diversity and balance of unique and well-connected places.</i>                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Policy LC-1.2:</b> Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.                                                                                                             | <b>Consistent:</b> The project would be developed with three industrial buildings, which would be compatible with the surrounding development due to the existing industrial buildings in the areas to the north and northeast of the project site. The proposed Building 3, which is adjacent to residential properties on the west side of Baker Avenue, would be setback beyond what is required by the City's Development Code and would be oriented so that the truck court is on the west side of the building, away from the residential properties. Further, the Baker House, a historically significant building, on the western portion of the project site would be preserved through a Certificate of Appropriateness in compliance with the City's Historic Preservation Ordinance. The historically significant building is further discussed in Section 4.5, <i>Cultural Resources</i> . and the Historic Resources Impact Assessment (Appendix D-5). |
| <b>Policy LC-1.3:</b> Quality of Public Space. Require that new development incorporate the adjacent street and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.                                | <b>Consistent:</b> The project would improve Baker Avenue, 9th Street, and Vineyard Avenue along the project frontage to be in compliance with the City's standard design for each street classification. Further, landscaping would be implemented along the perimeter of the project site to create a natural buffer between the project and surrounding uses. Visual improvements are further described in Section 4.1, <i>Aesthetics</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Policy LC-1.4:</b> Connectivity and Mobility. Work to complete a network of pedestrian- and bike-friendly streets and trails, designed in concert with adjacent land uses, using the public realm to provide more access options.                                                              | <b>Consistent:</b> The project would improve connectivity and mobility by including the addition of sidewalks where not presently available. The project includes frontage improvements, such as street paving rehab, sidewalks, parkway landscaping, streetlights, fire hydrants, and curb and gutter improvements that would enhance the pedestrian experience compared to the existing conditions. These features are further described in Section 2, <i>Project Description</i> and, Section 4.16, <i>Transportation and Traffic</i> .                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Policy LC-1.7:</b> Design for Safety. Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate. | <b>Consistent:</b> The project would implement safety measures to minimize crime hazards. These measures include nighttime security lighting and avoiding landscaping that would limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry. Safety features are further described in Section 4.15, <i>Public Services and Recreation</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>nePolicy LC-1.8:</b> Public Art. Require new construction to integrate public art in accordance with the City Public Arts Program.                                                                                                                                                             | <b>Consistent:</b> The project would be in compliance with the City's Public Art Program through either the installation of public art on the project site, or an in lieu fee payment to the City for the installation of future public art.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| General Plan Policy                                                                                                                                                                                                                                                                                                    | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <b>Policy LC-1.9:</b> Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.                                                                                                                            | <b>Consistent:</b> The project would occupy vacant properties in the city with uses consistent with the established land use and zoning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy LC-1.11:</b> Compatible Development. Allow flexibility in density and intensity to address specific site conditions and ensure compatibility of new development with adjacent context.                                                                                                                       | <b>Consistent:</b> The project involves development on land designated for Neo-Industrial Employment District, with a zoning designation of Neo-Industrial (NI). The proposed development is consistent with the land use and zoning designation of the site. Additionally, the surrounding development to the north and northeast includes industrial development. Specifically, across 9th Street to the north are light industrial warehouses, and a mix of residential communities. The adjacent properties to the north are zoned for Industrial Employment (IE), Neo-Industrial (NI), Parks (P), Neighborhood General 3 – Limited (NG3-L), Flood Control/Utility Corridor (FC/UC), and Medium Residential (M) uses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Policy LC-1.12:</b> Adaptive Reuse. Support the adaptive reuse of historic properties consistent with neighborhood character.                                                                                                                                                                                       | <b>Consistent:</b> See response to Policy LC-1.2 above. The historically significant building, the Baker House, is further discussed in Section 4.5, <i>Cultural Resources</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Policy LC-1.13:</b> Improved Public Realm. Require that new development extend the “walkable public realm” into previously vacant and/or parking lot-dominant large single-use parcels of land.                                                                                                                     | <b>Consistent:</b> Sidewalks will be provided where not presently available and landscaping would be provided where the project fronts the three adjacent streets. Refer to Figure 2-8a, <i>Landscape Plan</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Policy LC-1.16:</b> Healthy Development. Ensure that the design and development of our communities supports the health and well-being of our residents. Use the Healthy Development Checklist, or similar assessment tool, to assess the overall health performance and supportiveness of new development projects. | <b>Consistent:</b> A combined Construction and Operational Health Risk Assessment (HRA) was prepared for the project in August 2023 to analyze potential risks associated with toxic air contaminants associated with the implementation of the project. The HRA is included in Appendix B-2 of this EIR. According to the HRA, project construction would result in temporary increases in local toxic air contaminants (TAC) emissions as a result of diesel particulate matter (DPM) generated by heavy-duty construction equipment, and project operation would result in long-term increases in TAC emissions as a result of truck trips to and from the project site. The proposed project is considered a land use that could generate substantial TAC emissions from trucks, trailers, shipping containers, and other equipment with diesel engines during the operation period. The project would comply with the California Air Resources Board (CARB) Air Toxics Control Measure that limits diesel-powered vehicle idling to no more than five minutes at a location. CARB’s <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> notes that warehouse facilities with over 100 trucks per day can be a source of TACs due to DPM emissions (CARB 2005). According to the Trip Generation Assessment, the proposed project would generate 343 daily truck trips (see Appendix K-1). The potential health risks were analyzed in accordance with the SCAQMD’s <i>Risk Assessment Procedures for Rules 1401, 1401.1 and 212</i> (SCAQMD 2017) and the Office of Environmental Health Hazard Assessment (OEHHA) <i>Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments</i> (OEHHA 2015). |

| General Plan Policy                                                                                                                                                                                                                                                                                                    | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                                                                                                                                                                        | <p>As shown in the HRA, the maximum exposed individual receptor would be exposed to a 30-year excess cancer risk of approximately 2.56 in one million, which does not exceed SCAQMD's recommended cancer risk criteria of ten excess cases of cancer in one million individuals. In addition, chronic health risk is approximately 0.0037, which does not exceed SCAQMD's hazard index threshold of 1 (SCAQMD 2019). Therefore, the HRA determined that the long-term operation of the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations.</p>                                                                                                                                                                                                                                                                                                                                             |
| <p><b>Goal LC-2: HUMAN SCALED.</b> <i>A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.</i></p>                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Policy LC-2.1:</b> Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.</p> | <p><b>Consistent:</b> The project involves development of three warehouse buildings sited adjacent to three roadways (Baker Avenue, 9th Street, and Vineyard Avenue) with five unsignalized driveways connected to each roadway, bicycle parking, and outdoor employee break areas at each building. Section 2, <i>Project Description</i>, provides a summary of the building designs associated with the project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <p><b>Policy LC-2.2:</b> Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not “alternative”—mobility modes.</p>                                   | <p><b>Consistent:</b> The project would be designed with high-quality building elevations inclusive of glass/glazing and panel articulation along each of the surrounding public streets. Furthermore, the project would include landscaping surrounding as a perimeter which would act as an aesthetically pleasing buffer to existing uses. The project involves the development of three warehouse buildings sited adjacent to three roadways (Baker Avenue, 9th Street, and Vineyard Avenue), bicycle parking, and outdoor employee break areas at each building. Visual characteristics are further discussed in Section 4.1, <i>Aesthetics</i>.</p>                                                                                                                                                                                                                                                                                                |
| <p><b>Policy LC-2.3:</b> Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.</p>           | <p><b>Consistent:</b> Landscaping, street lighting, and sidewalks would be provided along each of the three streets abutting the project. Refer to Figure 2-8a, <i>Landscape Plan</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Policy LC-2.4:</b> Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.</p>                                | <p><b>Consistent:</b> All existing vegetation on the project site is proposed to be removed and replaced with the plant material specified on the proposed landscape plan for the project. The proposed landscaping primarily would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Trees, shrubs, and groundcover are proposed along the southern property boundary. Landscaping also would occur around the three proposed buildings at the office entries and in and around the automobile parking areas. The project would include predominantly native and drought-tolerant trees, as shown in Figure 2-8, <i>Landscape Plan</i>.</p> <p>Prior to the issuance of a building permit to construct the three proposed buildings, the project applicant would be required to submit final planting and irrigation plans to the City for review and approval.</p> |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <p><b>Policy LC-2.5:</b> Gradual Transitions. Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity, transition gradually to complement the adjacent residential uses.</p>                                                                                                                                                                                                                                                                    | <p><b>Consistent:</b> The project site is adjacent to existing residential uses to the west and north. The conversion of the Baker House into a neighborhood community center via the Certificate of Appropriateness process, coupled with a large building setback, serve as a gradual transition between the existing residences and the proposed industrial project. Moreover, the adjacent properties to the north are zoned for Industrial Employment (IE), Neo-Industrial (NI), Parks (P), Neighborhood General 3 – Limited (NG3-L), Flood Control/Utility Corridor (FC/UC), and Medium Residential (M) uses. The project site is bordered to the east by Vineyard Avenue and Cucamonga Creek, a concrete lined stormwater drainage channel. Northeast of the project site, across from Cucamonga Creek, is more industrial development zoned for NI, IE, and Neighborhood Corridor Low (NC-L). The BNSF railway is located directly south of the site. South of the BNSF railway, south of 8th Street, are properties within the City of Ontario zoned for residential and commercial uses. The proposed project is consistent with the surrounding uses and intensity and landscaping would be provided to create a more natural buffer between the project area and existing uses. Visual characteristics are further discussed in Section 4.1, <i>Aesthetics</i>.</p> |
| <p><b>Policy LC-2.8:</b> Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city.</p>                                                                                                                                                                                                                                                                                           | <p><b>Consistent:</b> The proposed landscaping would primarily be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Trees, shrubs, and groundcover are proposed along the southern property boundary. Landscaping also would occur around the three proposed buildings at the office entries and in and around the automobile parking areas. The project would include predominantly native and drought-tolerant trees. Approximately 12 percent of the project area would be devoted to landscaping in accordance with the RCMC Section 17.36.040, which specifies landscape design guidelines for industrial districts. <i>Landscaping is described in Section 2, Project Description and shown in Figure 2-8, Landscape Plan.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Goal LC-3: Fiscally Sustainable.</b> <i>A fiscally sound and sustainable City.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Policy LC-3.2:</b> Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.</p> <p><b>Policy LC-3.3:</b> Community Amenities. Balance the impacts of new development, density, and urbanization through the provision of a high-level of neighborhood and community amenities and design features.</p> | <p><b>Consistent:</b> The project would dedicate approximately one acre and renovate the Baker House into a community center to serve the nearby residential communities. The proposed project includes a request for a Certificate of Appropriateness, which requires that the final conceptual design be reviewed by the Historic Preservation Commission and approval by the Planning Director.</p> <p>Additionally, the project would construct frontage improvements such as street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc. along project’s 9th Street, Vineyard Avenue, and Baker Avenue frontages.</p> <p>Landscaping frontage improvements include trees, shrubs, and groundcover are proposed along the southern property boundary. Landscaping also would occur around the three proposed buildings at the office entries and in and around the automobile parking areas. Approximately 12 percent of the project area would be devoted to landscaping.</p>                                                                                                                                                                                                                                                                                                                                                   |

| General Plan Policy                                                                                                                                                                                                                     | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p><b>Policy LC-3.8:</b> Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the city.</p>                                                                               | <p><b>Consistent:</b> The City has an existing job to housing ratio of 1.5, or 1.5 jobs to each housing unit. This project would serve to increase that ratio. The proposed project would add approximately 832 jobs to the city. The proposed warehouse and office spaces could contribute to the city's economic advancement by allowing an influx of new businesses which provides increased job options and potential job growth for nearby residents.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>Goal LC-7: Robust Districts.</b> <i>A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.</i></p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>Policy LC-7.4:</b> Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development.</p>                                                                                     | <p><b>Inconsistent:</b> The project site is designated as Neo-Industrial and zoned for NI under the City's General Plan and Zoning Code. However, the project site is within 1,000 feet of existing residential properties, which is not compatible with residential development. The project would include landscaped setbacks to mitigate noise impacts and orient the proposed buildings away from the residential development; nonetheless, as discussed further in Section 4.13, <i>Noise</i>, the noise associated with nighttime operations would exceed the nighttime noise threshold at residences in the City of Rancho Cucamonga and the ambient noise level at residences in the City's of Ontario, which is a significant and unavoidable noise impact.</p> <p>Truck traffic would be directed away from the residential areas via two ingress/egress driveways: one from 9th Street and one from Vineyard Avenue. Trucks to and from the project site would be prohibited along Baker Avenue, and according to the Health Risk Assessment prepared for the proposed project, the long-term operation of the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations (refer to the consistency analysis under Policy RC-5.4 and RC-5.4). Nonetheless, the nearest sensitive receptors are the residences located approximately 50 feet to the north and 80 feet to the west of the project site boundary. In addition, San Antonio Christian School within in the City of Ontario is located approximately 130 feet to the south of the project site on 8th Street. Therefore, the project would be inconsistent with this policy.</p> |
| <p><b>Policy LC-7.6:</b> Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.</p>                          | <p><b>Consistent:</b> All parking lots on the project site would include landscaping, and all loading docks would be screened from public view. See Figure 2-4, <i>Site Plan</i>, and Figure 2-8a, <i>Landscape Plan</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>OPEN SPACE CHAPTER</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Goal OS-1: Open Space.</b> <i>A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational, and outdoor activities.</i>                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy OS-1.6:</b> New Development. Ensure that new residential and non-residential developments provide adequate on- site recreational and open space amenities consistent with applicable General Plan land use designations, and the needs of new development.                                                                                                                                                                                                                                                                                                                                                       | <b>Consistent:</b> The project would include outdoor employee break areas at each of the three proposed buildings. In addition, the Baker House would be dedicated to the City in fee, and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements. The proposed project includes a request for a Certificate of Appropriateness. As such, the final conceptual design for the building requires review and approval by the Historic Preservation Commission and the Planning Director for a Certificate of Appropriateness.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>MOBILITY AND ACCESS CHAPTER</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Goal MA-2: Access for All.</b> <i>A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy MA-2.8:</b> Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms. | <p><b>Consistent with implementation of proposed improvements:</b> Out of the 18 intersections that were analyzed in the Non-CEQA Transportation Study (Appendix K-2), 15 intersections would maintain a LOS D or better under the proposed project. However, the following three intersections would result in a LOS of E or F during the opening year of project operation (2030):</p> <ul style="list-style-type: none"> <li>▪ Vineyard Avenue &amp; Foothill Boulevard – from LOS D to LOS E</li> <li>▪ Vineyard Avenue &amp; Arrow Route – from LOS E to LOS F</li> <li>▪ Baker Avenue &amp; 8th Street – from LOS E to F in the AM and from LOS C to E in the PM</li> </ul> <p>Due to the project’s contribution to the increase in delays at these intersections, improvements are required that include signal timing optimization for the two intersections on along Vineyard Avenue, and a new signal and re-striping would be required for the Baker Avenue &amp; 8th Street intersection. Upon implementation of these improvements, the average delay at all three intersections would be LOS D or better.</p> |
| <b>Policy MA-2.12 Transportation Demand Management.</b> Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.                                                                                                                                                                                                                                                                                                                                      | <b>Not Applicable:</b> Transportation Demand Management strategies are not required since the VMT impacts are less than significant. Refer to the impact analysis under Threshold 2 of Section 16, <i>Transportation</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy MA-2.14:</b> Bicycle Facilities. Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.                                                                                                                                                                                                                                                                                                                                                                 | <b>Consistent:</b> The project would include pedestrian connections between all internal uses and existing streets. The project would provide 18 bicycle parking spaces (5 percent of required vehicle parking) pursuant to RCMC Section 17.64.110(B) and be consistent with all applicable Development Code and TDM requirements. Carpool and vanpool would be provided, and minimum code requirements for parking capacity would be met.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Proposed Project Consistency |
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| <p><b>Goal MA-3: Safety.</b> <i>A transportation network that adapts to changing mobility needs while preserving sustainable community values.</i></p> <p><b>Policy MA-3.4:</b> Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.</p> <p><b>Consistent:</b> As discussed in Section 4.9, <i>Hazards and Hazardous Materials</i>, the project was analyzed for its consistency the City’s established Local Hazard Mitigation Plan, Emergency Operations Plan, Emergency Management Program, and the Ready RC disaster preparedness manual. It was concluded that the project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. The project would not modify or impede existing emergency routes. Primary access to all major roads would be maintained during construction and operation of the project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                              |
| <p><b>Goal MA-4: Goods Movement.</b> <i>An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.</i></p> <p><b>Policy MA-4.1:</b> Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.</p> <p><b>Consistent:</b> Project-related trucks would be required to utilize the designated truck routes identified in the City’s General Plan and directed away from all sensitive receptors. Access to the project site by trucks would be provided via two ingress/egress driveways: one from 9th Street and one from Vineyard Avenue.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              |
| <p><b>PUBLIC FACILITIES AND SERVICES CHAPTER</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                              |
| <p><b>Goal PF-5: Water-Related Infrastructure.</b> <i>Water and wastewater infrastructure facilities are available to support future growth needs and existing development.</i></p> <p><b>Policy PF-5.2:</b> Wastewater Treatment. Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.</p> <p><b>Consistent:</b> Wastewater would be collected by CVWD’s local collection system and treated by two IEUA regional wastewater treatment plants, RP-1 and RP-4. RP-1 is located at 2662 East Walnut Street in Ontario and RP-4 is located at 12811 6<sup>th</sup> Street in Rancho Cucamonga. Treatment Plant RP-1 has a wastewater treatment capacity of 44 million gallons per day (MGD). Treatment Plant RP-4 has a wastewater treatment capacity of 14 MGD (CVWD 2021). Both wastewater treatment facilities’ capacities are considered adequate to treat all increases in wastewater generation for build out of the Rancho Cucamonga General Plan. CVWD provided a will serve letter (Appendix M) for the proposed project, which states that CVWD is anticipated to have an adequate supply of water available to meet minimum fire flow requirements as established by the Rancho Cucamonga Fire District, and the existing sewer system and sewage treatment plant capacity would be adequate for the proposed project.</p> |                              |
| <p><b>Goal PF-6: Solid Waste.</b> <i>The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.</i></p> <p><b>Policy PF-6.1:</b> Recycling. Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.</p> <p><b>Consistent:</b> The project would comply with all applicable RCMC requirements related to waste recycling, organics, and waste processing. Solid waste generation is further discussed in Section 4.18, <i>Utilities and Service Systems</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                    | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>Goal PF-7: Utility Infrastructure.</b> <i>Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.</i>                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy PF-7.3:</b> Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets. | <b>Consistent:</b> The project would comply with all applicable sections in the City's Development Code Section 3.46 pertaining to utility equipment. Further, no improvements are planned which would block or impair sidewalks to accommodate utility infrastructure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Policy PF-7.6:</b> Phasing of Public Facilities. Require new parks, open spaces, infrastructure, and other facilities be funded by and/ or provided by new development as necessary so as to ensure services can be provided to new development.                                                                                                                    | <b>Consistent.</b> The project is required to pay all required Development Impact Fees (DIFs) as adopted by City Ordinance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>RESOURCE CONSERVATION CHAPTER</b>                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Goal RC-1 Visual Resources.</b> <i>A beautiful city with stunning views of the San Gabriel Mountains and the Inland Empire.</i>                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy RC-1.1:</b> View Corridors. Protect and preserve existing signature public views of the mountains and the valleys along roadways, open space corridors, and at other key locations.                                                                                                                                                                          | <b>Consistent:</b> The project site is not identified as a visually sensitive area. Because of the distance from scenic vistas, the project site would not obstruct any views. Scenic resources are further discussed in <i>Section 4.1, Aesthetics</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy RC-1.2:</b> Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.                                                                                                                                                                                                                             | <b>Consistent:</b> The project site is in the San Gabriel and San Bernardino Mountain's foreground. Views from the project site would also allow for northward views across 9th Street and towards the mountains. The project site and the surrounding area are in the southwestern portion of the City and are not within a scenic vista. Views of these vistas are identified in the Rancho Cucamonga General Plan EIR to be most prominent along Archibald, Etiwanda, and Haven Avenues (Rancho Cucamonga 2021b). The project site does not intersect these roadways and the nearest viewpoint along Archibald Avenue is located one mile east of the project site.                                                                                                                                                                                                                                                                                                                            |
| <b>Policy RC-1.4:</b> Dark Sky. Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing.                                                                                                                                                                               | <b>Consistent:</b> The project site is in an urban area with prior development, surrounded by commercial, industrial, and residential zones. Within the project vicinity are existing light and glare sources such as streetlights, outdoor safety, and security lighting from nearby developments. The project entails construction of three industrial buildings serving similar purposes to the surrounding development. These changes are not expected to significantly worsen lighting and glare conditions. Construction would occur during daytime hours, with shielded nighttime security lighting facing away from neighboring residential properties.<br><br>The project encompasses interior and exterior lighting for all proposed buildings and the parking lot, enhancing nighttime visibility and safety. While introducing new reflective elements like windows and building front treatments, the project would also employ non-reflective materials to mitigate glare. Adhering |



| General Plan Policy                                                                                                                                                                                                                                                                     | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|                                                                                                                                                                                                                                                                                         | to the City's development code, all outdoor lighting would be recessed and/or feature downward shielding, minimizing light and glare impact on surroundings. Moreover, freestanding outdoor lighting would not exceed 25 feet in height. To ensure visibility, safety, and limited glare, the project lighting would adhere to minimum illumination levels for each relevant category. Lighting standards and guidelines for the project site are outlined in RCMC Sections 17.58.050 and 17.122.030.                                                                                                            |
| <b>Policy RC-1.5:</b> Transit Corridor Views. Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors. | <b>Consistent:</b> The project would employ 360-degree architectural design features and screen all truck courts from public right-of-way as shown in Figure 2-4 in Section 2, <i>Project Description</i> . Transit and roadways are discussed further in Section 4.16, <i>Transportation and Traffic</i> .                                                                                                                                                                                                                                                                                                      |
| <b>Goal RC-2: Water Resources.</b> <i>Reliable, readily available, and sustainable water supplies for the community and natural environment.</i>                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy RC-2.1:</b> Water Supplies. Protect lands critical to replenishment of groundwater supplies and local surface waters (Figure RC-3).                                                                                                                                           | <b>Consistent:</b> A geotechnical investigation was performed for the project site and determined that groundwater, if any, exists at a depth greater than three hundred feet. Additionally, the project design includes permeable landscape areas and below-ground storm drain chambers to treat and infiltrate storm drain waters to replenish any existing groundwater. Groundwater impacts are further discussed in Section 4.10, <i>Hydrology and Water Quality</i> .                                                                                                                                       |
| <b>Policy RC-2.2:</b> Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy RC-2.3:</b> Riparian Resources. Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.                                                                                                                         | <b>Consistent:</b> As a part of project implementation, prior to development, the applicant would retain the following: National Pollutant Discharge and Elimination System permit, Stormwater Pollution Prevention Plan, and a Water Quality Management Plan. The project would also include implementation of best management practices for biological resources that are included as a project design features in Section 2, <i>Project Description</i> .                                                                                                                                                     |
| <b>Policy RC-2.4:</b> Waterways as Amenities. When considering new development applications and infrastructure improvements where waterways are on-site, adjacent, or nearby, incorporate the waterway into the design as a feature.                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy RC-2.5:</b> Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.                                                    | <b>Consistent:</b> The project would comply with State and local regulations regarding water conservation and would design new water and sewer laterals to the requirements of CVWD and the RCMC. In addition, the Water Supply Assessment (WSA) conducted by Valued Engineering Inc., for the project in November 2023 and has been updated (Appendix I-2). The analysis and evaluation presented in the WSA shows that CVWD's available water supplies will be sufficient to meet all the water demands of the project for the next twenty years through 2040, including during single and multiple dry years. |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                      | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Policy RC-2.6:</b> Irrigation. Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate- and wildfire appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.                                                                              | <b>Consistent:</b> The project would include landscaping that is in accordance with all City Development Code requirements pertaining to plant species and efficient irrigation systems. Figure 2-8a, <i>Landscape Plan</i> , provides details regarding the proposed landscaping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Policy RC-2.7:</b> Greywater. Allow and encourage the use of greywater to meet or offset on-site non-potable water demand.                                                                                                                                                                                                                            | <b>Not Applicable:</b> According to the WSA, the project site is not currently served by recycled or greywater services because the project site is located outside the limits. However, if there is an opportunity in the future to connect to the recycled water, this will help offset the potable landscape demand to more cost beneficial recycled water. Water sources are further discussed in <i>Section 4.18, Utilities and Service Systems</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Goal RC-3: Habitat Conservation.</b> <i>Wildlife habitats that support various plants, mammals, and other wildlife species.</i>                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy RC-3.1:</b> Sensitive Habitat. Encourage the preservation of the integrity of sensitive land resources that have significant native vegetation and/or habitat value such as riparian habitat areas, creek corridors, Riversidean Alluvial Fan Sage Scrub (RAFSS), wetlands, and sensitive wildlife habitat that supports biological resources. | <b>Consistent:</b> The project site is highly disturbed and dominated by non-native vegetation. According to the Biological Resources Assessment (BRA) included as Appendix C, one special-status wildlife species, Cooper's hawk ( <i>Accipiter cooperii</i> ; SSC), has the potential to occur on the project site and four special-status wildlife species have a low potential to occur (i.e., burrowing owl [ <i>Athene cunicularia</i> ; SSC], western mastiff bat [ <i>Eumops perotis</i> ; SSC], and western yellow bat [ <i>Lasiurus xanthinus</i> ; SSC]). The remaining 97 special-status species identified during the literature and database review were determined to have no potential to occur within the study area based on a variety of factors: including the lack of suitable habitat, soils, or other required microhabitat conditions, and/or the study area's location in relation to the species' known geographic range and/or elevational range. The BRA concludes that Cooper's hawk is a highly mobile species and foraging individuals are not anticipated to be impacted due to the project. However, project-related impacts to Cooper's hawk or other birds could occur if they are nesting within the project area during project initiation and abandon their nest due to construction, or other project-related disturbance. Therefore, implementation of Mitigation Measure BIO-1 Nesting Birds, would mitigate impacts to less than significant. |
| <b>Policy RC-3.3:</b> Wildlife Corridors. Encourage the creation, maintenance, and protection of open space areas that provide strategic wildlife corridors and vital connectivity between habitat areas.                                                                                                                                                | <b>Consistent:</b> The project site and surrounding area have been heavily disturbed by previous development. According to the BRA (Appendix C), the project site does not support local or regional terrestrial wildlife movement, and development of the project would not hinder normal activities of wildlife. The project site is not located within a known migratory wildlife corridor. Wildlife movement is further discussed in <i>Section 4.4, Biological Resources</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Policy RC-3.4:</b> Landscape Design. Encourage new development to incorporate native vegetation materials into landscape plans and prohibit the use of species known to be invasive according to the California Invasive Plant Inventory.                                                                                                             | <b>Consistent:</b> The project would include landscaping that is in accordance with all City Development Code requirements pertaining to plant species. Proposed landscaping primarily would be ornamental in nature and would feature trees, shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Figure 2-8a, <i>Landscape Plan</i> , provides details regarding the proposed landscaping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <p><b>Policy RC-3.6:</b> Grading and Vegetation Removal. Limit grading and vegetation removal of new development activities to the minimum extent necessary for construction and to reduce erosion and sedimentation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                | <p><b>Consistent:</b> The project would adhere to an erosion control plan as described in Mitigation Measure HYD-1 in Section 4.10, <i>Hydrology and Water Quality</i>, and a Water Quality Management Plan approved by the City to limit the effects of erosion that may stem from project implementation.</p>                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Goal RC-4: Cultural Resources.</b> <i>A community rich with historic and cultural resources.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Policy RC-4.1:</b> Disturbance of Human Remains. In areas where there is a high chance that human remains may be present, the City will require proposed projects to conduct a survey to establish occurrence of human remains, and measures to prevent impacts to human remains if found.</p> <p><b>Policy RC-4.2:</b> Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.</p> | <p><b>Consistent:</b> The project site has been previously developed; therefore, the discovery of new human remains is unlikely. Nonetheless, mitigation is required due to the potential for unexpected discovery of human remains during grading, and the subsequent care, removal, and notification of tribal and City agencies. Human remains discovered on the site would be handled in a manner consistent with regulations such as the California Native American Graves Protection and Repatriation Act. Human remains are further discussed in Section 4.5, <i>Cultural Resources</i>.</p>                                                            |
| <p><b>Policy RC-4.3:</b> Protected Sites. Require sites with significant cultural resources to be protected.</p> <p><b>Policy RC-4.4:</b> Preservation of Historic Resources. Encourage the preservation of historic resources, buildings, and landscapes.</p> <p><b>Policy RC-4.5:</b> Historic Buildings. Encourage the feasible rehabilitation and adaptive reuse of older buildings.</p>                                                                                                                                                                                                                                             | <p><b>Consistent:</b> The project includes plans to rehabilitate the Baker House for use as a community center for the adjacent residential communities via an approved Certificate of Appropriateness process. Culturally significant resources are discussed further in Section 4.5, <i>Cultural Resources</i>.</p>                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Policy RC-4.6:</b> Paleontological Resources. Require any paleontological artifacts found within the city or the Sphere of Influence to be preserved, reported, and offered for curation at local museums or research facilities.</p>                                                                                                                                                                                                                                                                                                                                                                                              | <p><b>Consistent:</b> Due to its previously developed state, no significant paleontological resources are expected to occur on the project site. Nonetheless, as discussed in Section 4.7, <i>Geology and Soils</i>, the project would comply with applicable requirements related to paleontological resources, with implementation of Mitigation Measure GEO-2, which stipulates that in the event that a paleontological resource is exposed during construction/ground disturbing activities, all activities within 100-feet of the potential resources shall be suspended until a qualified paleontologist can evaluate the significance of the find.</p> |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <b>Goal RC-5: Local Air Quality.</b> <i>Healthy air quality for all residents.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Policy RC-5.1:</b> Pollutant Sources. Minimize increases of new air pollutant emissions in the city and encourage the use of advance control technologies and clean manufacturing techniques.                                                                                                                                                                                                                                                                                                                        | <b>Consistent:</b> Analysis conducted for the project concluded that emissions stemming from project implementation would not exceed SCAQMD thresholds for any criteria air pollutants. Air quality is further discussed in <i>Section 4.3, Air Quality</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Policy RC-5.3:</b> Barriers and Buffers. Require design features such as site and building orientation, trees or other landscaped barriers, artificial barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.                                                                                                                                                                         | <b>Consistent:</b> Landscaping within the project site would cumulatively exceed the minimum required by the City’s Development Code. According to Table 2-1 <i>Project Characteristics</i> in Section 2, <i>Project Description</i> , the project site would include a total of 11.9 percent landscaped space. The NI zoning district is subject to the landscaping standards described in RCMC Section 17.56, which requires a minimum of 10 percent landscape coverage for parcels within the NI zone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Policy RC-5.4:</b> Health Risk Assessment. Consider the health impacts of development of sensitive receptors within 500 feet of a freeway, rail line, arterial, collector or transit corridor sources using health risk assessments to understand potential impacts.                                                                                                                                                                                                                                                 | <b>Consistent:</b> A combined Construction and Operational HRA was prepared for the project in August 2023 to analyze potential risks associated with toxic air contaminants associated with the implementation of the project. The HRA is included in Appendix B-2 of this EIR. Sensitive receptors in the project vicinity include single-family residences located north, east, and south of the project site, ranging from 50 to 300 feet from the project site boundary. Other identified sensitive receptors within 1,000 feet of project site include single-family homes, Children’s Montessori School located 150 feet northwest of the project site, San Antonio Christian School located 300 feet south of the project site, and Los Amigos Elementary School located 500 feet northwest of the project site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Policy RC-5.5:</b> Impacts to Air Quality. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effects from air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities. | <p>According to the HRA, project construction would result in temporary increases in local toxic air contaminants (TAC) emissions as a result of diesel particulate matter (DPM) generated by heavy-duty construction equipment, and project operation would result in long-term increases in TAC emissions as a result of truck trips to and from the project site. The proposed project is considered a land use that could generate substantial TAC emissions from trucks, trailers, shipping containers, and other equipment with diesel engines during the operation period. The project would comply with the CARB Air Toxics Control Measure that limits diesel-powered vehicle idling to no more than five minutes at a location. CARB’s <i>Air Quality and Land Use Handbook: A Community Health Perspective</i> notes that warehouse facilities with over 100 trucks per day can be a source of TACs due to DPM emissions (CARB 2005). According to the Trip Generation Assessment, the proposed project would generate 343 daily truck trips (see Appendix K-1). The potential health risks were analyzed in accordance with the SCAQMD’s <i>Risk Assessment Procedures for Rules 1401, 1401.1 and 212</i> (SCAQMD 2017) and the OEHHA <i>Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments</i> (OEHHA 2015).</p> <p>As shown in the HRA, the maximum exposed individual receptor would be exposed to a 30-year excess cancer risk of approximately 2.56 in one million, which does not exceed SCAQMD’s recommended cancer risk criteria</p> |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                          | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                                                                                                                                                                                                                                                                                                                                                                              | <p>of ten excess cases of cancer in one million individuals. In addition, chronic health risk is approximately 0.0037, which does not exceed SCAQMD’s hazard index threshold of 1 (SCAQMD 2019). Therefore, the HRA determined that the long-term operation of the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations nor would the project disproportionately burden residents.</p>                                                                                                                                                                                                                                                                                                                                       |
| <p><b>Policy RC-5.8:</b> New Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.</p> | <p><b>Consistent:</b> While the proposed warehouses would be refrigerated, transport refrigeration units (TRUs) would not be required for project operation.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Policy RC-5.6:</b> Community Benefit Plan. Require that any land use generating or accommodating more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week, provide a community benefit plan demonstrating an offset to community impacts of the truck traffic.</p>        | <p><b>Consistent:</b> The proposed project would generate approximately 91 truck trips per day. Therefore, a Community Benefit Plan is not required, and the project would comply with Policy RC-5.6.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>Policy RC-5.9:</b> Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.</p>                                                                                                                             | <p><b>Consistent:</b> The project would comply with all applicable code requirements related to truck hook-ups on the project site. Energy usage is further discussed in <i>Section 4.6, Energy</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>Policy RC-5.11:</b> Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.</p>                                                                                                                                                                                                                                       | <p><b>Consistent:</b> As discussed in Section 4.3, <i>Air Quality</i>, during construction-related activities, some odors (not substantial pollutant concentrations) that would be detected are those typical of construction vehicles (e.g., diesel exhaust from grading and construction equipment). These odors are a temporary short-term impact that is typical of construction projects and would disperse rapidly. The project would not include any of the land uses that have been identified by the SCAQMD as odor sources [agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding] and construction odors are temporary and short-term.</p> |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                          | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>Goal RC-6 Climate Change.</b> <i>A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.</i>                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy RC-6.8:</b> Reduce Vehicle Trips. Require Transportation Demand Management (TDM) strategies, such as employer provided transit pass/parking credit, bicycle parking, bike lockers, highspeed communications infrastructure for telecommuting, and carpooling incentives, for large office, commercial, and industrial uses.                                                                                                        | <b>Not Applicable:</b> Transportation Demand Management strategies are not required since the VMT impacts are less than significant. Refer to the impact analysis under Threshold 2 of Section 16, <i>Transportation</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Policy RC-6.10:</b> Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.                                                                                                                                                                                                                    | <b>Consistent:</b> Per Section 2, <i>Project Description</i> , the project would be designed and constructed to achieve a LEED – Certified designation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Policy RC-6.11:</b> Climate-Appropriate Building Types. Encourage alternative building types that are more sensitive to and designed for passive heating and cooling within the arid environment found in Rancho Cucamonga.<br><br><b>Policy RC-6.13:</b> Designing for Warming Temperatures. When reviewing development proposals, encourage applicants and designers to consider warming temperatures in the design of cooling systems. | <b>Consistent:</b> The project would comply with California’s CALGreen standards (California Code of Regulations [CCR] Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. In addition, the 2022 Building Energy Efficiency Standards (CCR Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Pursuant to CALGreen, all plumbing fixtures used for the proposed project would be high-efficiency fixtures, which would minimize the potential for the inefficient or wasteful consumption of energy related to water and wastewater. The proposed project would also be designed and constructed to meet minimum LEED certification, which would include the use of solar panels and energy conservation/efficiency features, and would be served by SCE, which is required to increase its share of renewable energy procurement pursuant to SB 100 requirements. |
| <b>Policy RC-6.12:</b> Reduced Water Supplies. When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.                                                                                                                                                                                                                                         | <b>Consistent:</b> The project would comply with the applicable provisions of CALGreen and the California Building Code as a whole. In addition, according to the WSA provided as Appendix I-1, the project’s water needs would be adequately supplied by CVWD and any additional water demand for the proposed project would be available through purchase of MWD supply on a Tier II basis. As supply and infrastructure increase the project may be able to be served by recycled water for irrigation purposes in the future.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Policy RC-6.14:</b> Designing for Changing Precipitation Patterns. When reviewing development proposals, encourage applicants to consider stormwater control strategies and systems for sensitivity to changes in precipitation regimes and consider adjusting those strategies to accommodate future precipitation regimes.                                                                                                              | <b>Consistent:</b> The project would comply with the applicable provisions of CALGreen and the California Building Code as a whole.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| General Plan Policy                                                                                                                                                                                                                                                                                   | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| <b>Policy RC-6.15:</b> Heat Island Reductions. Require heat island reduction strategies in new developments such as light-colored paving, permeable paving, right-sized parking requirements, vegetative cover and planting, substantial tree canopy coverage, and south and west side tree planting. | <b>Consistent:</b> All of the paving on the project site would be constructed with Portland cement concrete (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the heat island effect as well. Additionally, the project would provide landscaping over 11.9 percent of the project site, and all parking areas would include landscaping as required by the Development Code.                                                                                                                                                                                                                                                                           |
| <b>Policy RC-6.17:</b> Off-site GHG Mitigation. Allow the use of creative mitigation efforts such as off-site mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.                                                                                          | <b>Consistent:</b> Greenhouse Gas (GHG) impacts associated with the project were found to be less than significant without the need for mitigation. Further, the amortization of construction emissions would continue to lessen over 30 years after the ceasing of construction activities. GHG impacts are further discussed in <i>Section 4.8, Greenhouse Gas Emissions</i> .                                                                                                                                                                                                                                                                                                                                                  |
| <b>Goal RC-7: Energy.</b> <i>An energy efficient community that relies primarily on renewable and non-polluting energy sources.</i>                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy RC-7.2:</b> New EV Charging. Require new multifamily residential, commercial, office, and industrial development to include charging stations, or include the wiring for them.                                                                                                              | <b>Consistent:</b> The project would include 13 electric vehicle (EV) charging stations and 60 EV ready parking spaces in accordance with the applicable code requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Policy RC-7.4:</b> New Off-Road Equipment. When feasible, require that off road equipment such as forklifts and yard tugs necessary for the operations of all new commercial and industrial developments be electric or fueled using clean fuel sources.                                           | <b>Consistent:</b> Operation of the proposed project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas is assumed to be utilized for operational off-road equipment (e.g., forklifts and yard hoppers), cooking and heating purposes. As discussed in <i>Section 4.8, Greenhouse Gas Emissions</i> , upon implementation of Mitigation Measure GHG-1, the energy sources for construction equipment would comply with the requirements under the City's Climate Action Plan.                                                                                                                                                                           |
| <b>Policy RC-7.7:</b> Sustainable Design. Encourage sustainable building and site design that meets the standards of Leadership in Energy and Environmental Design (LEED), Sustainable Sites, Living Building Challenge, or similar certification.                                                    | <b>Consistent:</b> Per <i>Section 2, Project Description</i> , the project would be designed and constructed to achieve a LEED – Certified designation. The proposed project would be required to comply with all building design standards set in California Building Code Title 24. The CALGreen Code (Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects, and the Building Energy Efficiency Standards (Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. The project would achieve a LEED Certified designation and include EV charging stations for cars and trucks. |
| <b>Policy RC-7.9:</b> Passive Solar Design. Require new buildings to incorporate energy efficient building and site design strategies for the arid environment that include appropriate solar orientation, thermal mass, use of natural daylight and ventilation, and shading.                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy RC-7.10:</b> Alternative Energy. Continue to promote the incorporation of alternative energy generation (e.g., solar, wind, biomass) in public and private development.                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                            | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>Policy RC-7.12:</b> Solar Access. Prohibit new development and renovations that impair adjacent buildings’ solar access, unless it can be demonstrated that the shading benefits substantially offset the impacts of solar energy generation potential.</p>                                                                                                                                                              | <p><b>Consistent:</b> The project would not be designed to impede the ability for neighboring structures to receive solar access. The project site is surrounded by commercial, industrial, and residential development. The project is zoned for NI which includes a minimum building setback of 35 feet along Vineyard Avenue and 25 feet along 9th and Baker Avenue, the project proposes a building setback of 43.71 feet and 37.80 feet, respectively. Furthermore, the maximum allowable building height for the project site is 70 feet (assuming required setbacks) under the pre-982 Ordinance of the RCMC, however the project proposes a maximum building height of 51 feet. Therefore, the project would be in conformance with the development standards outlined in the RCMC, and shading/shadows would not inhibit adjacent development from obtaining solar access.</p> |
| <p><b>Policy RC-7.15:</b> Utility Preservation. Public and private development within the City, including multi-purpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity. With the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.</p> | <p><b>Consistent:</b> The project site is currently vacant but the previous development on the site was served by water, sewer, power, natural gas, and telecommunications facilities due to the past developments on-site. Services and infrastructure would be extended and fully improved throughout the project site concurrent with construction of facilities for the proposed project. The project site is not considered a utility corridor and would not interfere with other public improvements. Utility demands are further discussed in Section 4.18, <i>Utilities and Service Systems</i>.</p>                                                                                                                                                                                                                                                                            |
| <p><b>SAFETY CHAPTER</b></p>                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Goal S-1: Leadership.</b> <i>A city that is recognized for its leadership role in resilience and preparedness</i></p>                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Policy S-1.3:</b> Evacuation Capacity. Require new developments, redevelopments, and major remodels to enhance the City’s evacuation network and facilities and comply with the City’s Evacuation Assessment.</p>                                                                                                                                                                                                        | <p><b>Consistent:</b> As discussed in Section 4.9, <i>Hazards and Hazardous Materials</i>, the project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. Hazards and emergency response are further discussed in Section 4.9, <i>Hazards and Hazardous Materials</i> and Section 4.15, <i>Public Services and Recreation</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy S-1.5:</b> Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.</p>                                                                                                                                                                                          | <p><b>Consistent:</b> The portion of the City where the project would be located is developed with roadways suitable to accommodate traffic capacity, with incorporation of the traffic infrastructure improvements proposed as part of the project. Transportation impacts are further discussed in <i>Section 4.16, Transportation</i>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Policy S-1.6:</b> Evacuation Road Widths. Require any roads used for evacuation purposes to provide at least 26 feet of unobstructed pavement width.</p>                                                                                                                                                                                                                                                                 | <p><b>Consistent:</b> All of the project’s roadways would have a minimum width of 26 feet, in accordance with the Fire Department’s requirements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |



| General Plan Policy                                                                                                                                                                                                                                                                                             | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>Goal S-2: Seismic and Geologic Hazards.</b> <i>A built environment that minimizes risks from seismic and geologic hazards.</i>                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy S-2.3:</b> Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft-story construction, and non-ductile concrete) as better information and understanding becomes available. | <b>Consistent:</b> The project would include the construction of three warehouse buildings that would be constructed in accordance with the current California Building Code. The Baker House would be rehabilitated and the final conceptual design would be approved by the City via the Certificate of Appropriateness discretionary approval, consistent with the RCMC and applicable California Building Code requirements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Goal S-3: Wildfire Hazards.</b> <i>A community where wildfire impacts are minimized or reduced through investments in planning and resilience.</i>                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy S-3.4:</b> Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.                                                                                                                               | <b>Consistent:</b> Due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and construction methods of the warehouses, it is not likely that the project site would be affected by a wildfire during construction or operations. The project does not include any fuel breaks and does not require a fuel break. No elements of the project would exacerbate the risk of wildfire. Wildfire risks are further discussed in <i>Section 4.19, Wildfire</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Policy S-3.5:</b> Water Supply. All developments will meet fire flow requirements identified in the Fire Code.                                                                                                                                                                                               | <b>Consistent:</b> The CVWD would be capable of accommodating the water demands of the project in normal conditions, single dry years, and multiple dry years. Fire flow supplies can also be adequately supplied to the project. Utility demands are further discussed in <i>Section 4.18, Utilities and Service Systems</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Goal S-4: Flood Hazards.</b> <i>A community where developed areas are not impacted by flooding and inundation hazards.</i>                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy S-4.2:</b> Flood Risk in New Development. Require all new development to minimize flood risk with siting and design measures, such as grading that prevents adverse drainage impacts to adjacent properties, on-site retention of runoff, and minimization of structures located in floodplains.      | <b>Consistent:</b> The project site is located within two flood insurance rate maps (FIRMs): the northern portion of the site is within FIRM No. 06071C8630J, effective February 18, 2015, and the southern portion of the site is within FIRM No. 06071C8628J, effective February 18, 2015 (Federal Emergency Management Agency 2015). Based on a review of these map panels, the majority of the project site is not located in a documented flood plain or floodway. The eastern portion of the project site is within Zone X (shaded), which indicates a 0.2 percent annual chance of flood hazard. The southern border of the project site and Cucamonga Creek, which borders the northeast corner of the project site, are located within Zone A. Zone A denotes areas that have a one percent annual chance of flooding but do not have base flood elevations.<br><br>The project site features a gentle southeast slope with a one percent gradient from northwest to southeast. Runoff management involves directing water from different areas: northern and eastern portions of Building 3, northern drive aisle, and eastern truck yard would flow south via a proposed storm drain lateral to the 66 to 78-inch storm drain improvement, which is being processed under separate CEQA and NEPA documents. The western and southern sections of Building 3, western parking lot, and southern drive aisle would drain to catch basins, with runoff flowing north through another storm drain lateral to the 66 to 78-inch storm drain. Low flows from Building 3 would be directed eastward for infiltration before reaching the 66 to 78-inch storm drain. |
| <b>Policy S-4.4:</b> Flood Infrastructure. Require new development to implement and enhance the Storm Drain Master Plan by constructing stormwater management infrastructure downstream of the proposed site.                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Policy S-4.5:</b> Property Enhancements. Require development within properties located adjacent, or near flood zones and areas of frequent flooding to reduce or minimize run-off and increase retention on-site.                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| General Plan Policy                                                                                                                                                                                                                                                                                         | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                                                                                                                                                                                                                                                                             | <p>Moving east, the 66 to 78-inch storm drain would also handle runoff from Building 2. Western parking lot runoff would be directed south via a lateral to the drain, while Building 2 runoff, including its northern drive aisle, eastern parking lot, and southern truck yard, would reach the drain through a catch basin and northward lateral. A similar approach applies to runoff from Building 1's western drive aisle, which goes south via a catch basin and lateral before reaching the master plan storm drain. Low flows from Building 2, including a part of Building 1, would be directed southward for infiltration.</p> <p>Further east, the 66 to 78-inch storm drain collects runoff from the south half of Building 1 and its southern truck yard through catch basins and a northward lateral. The drain then gathers the remaining Building 1 runoff. The southeastern parking lot of Building 1 drains to a basin and then through a northward lateral. Low flows from Building 1 are directed for infiltration, with two sets of underground chambers located in the northern and southern truck yards.</p> <p>Around 123.5 feet from the eastern landscaped area along Vineyard Avenue, runoff would flow off-site. This area is self-retaining and doesn't require treatment in underground chambers. All project site runoff ultimately flows along the southern boundary to the concrete-lined Cucamonga Creek located northeast of the site.</p> <p>The public storm drain line has been designed to receive all of the anticipated stormwater discharge from the project and historical stormwater from the adjacent properties northwest of the project.</p> |
| <b>Goal S-5: Emerging Hazards.</b> <i>A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.</i>                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>Policy S-5.3:</b> Soil Transport. Require that properties with high wind-blown soil erosion potential such as agricultural operations and construction sites prevent soil transport and dust generation wherever possible.                                                                               | <b>Consistent:</b> There are no existing structures to be demolished on the project site. In addition, no soil import or export would be required and the site would be balanced. The project would be required to comply with applicable regulatory standards, such as SCAQMD Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coating).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Policy S-5.4:</b> Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.                                                           | <b>Consistent:</b> All of the paving on the project site would be constructed with Portland cement concrete (aka light-colored paving). Moreover, the roofing material proposed on all three buildings would be light-colored to reduce the Heat Island Effect as well. Additionally, the project would provide landscaping over 11.9 percent of the project site, and all parking areas would include landscaping as required by City Development Code. The proposed project design features are further discussed in Section 2, <i>Project Description</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Policy S-5.5:</b> Resilience Resources. Require new developments and redevelopments to incorporate resilience amenities such as, but not limited to community cooling centers, emergency supplies, and backup power that can be used by residents and businesses within a ¼-mile radius of the location. | <b>Consistent:</b> The project would comply with all applicable code requirements from the City of Rancho Cucamonga, California Building Code, and CalGreen and would be LEED Certified. The project includes Electric truck hook ups, a minimum of 13 EV charging stations for vehicles and trucks, and truck hookups at load the docks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| General Plan Policy                                                                                                                                                                                                                       | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| <b>Policy S-5.8:</b> Climate Resiliency. Address climate resiliency and inequities through the planning and development process.                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy S-5.6:</b> Underground Utilities. Promote the undergrounding of utilities for new development, major remodels, and redevelopment.                                                                                               | <b>Consistent:</b> As a part of project implementation, the project would under-ground all overhead utilities along the project's street frontages in accordance with applicable sections of the City's Development Code.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Policy S-5.9:</b> Address High Winds. Require buildings and developments exposed to high wind conditions to incorporate design elements and features that minimize or reduce damage to people, structures, and the community.          | <b>Consistent:</b> The project would be designed and constructed in accordance with all applicable code requirements pertaining to high wind conditions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Goal S-6: Human Caused Hazards.</b> <i>A community with minimal risk from airport hazards and hazardous materials.</i>                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Policy S-6.1:</b> Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.                                | <b>Consistent:</b> The project includes a closed-circuit surveillance system for all three proposed buildings. The project also includes exterior lighting for visibility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Policy S-6.2:</b> Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate. | <b>Consistent:</b> The project involves construction of industrial warehouses that may involve the storage and use of materials such as paints, fertilizers, pesticides, chemicals, fuels, and oils in limited quantities. As discussed in Section 4.9, <i>Hazards and Hazardous Materials</i> , if a facility is proposed that has a threshold quantity of a regulated substance greater than as specified by the applicable health and safety code then the user shall prepare a Hazardous Materials Risk Management Plan, as specified in Mitigation Measure HAZ-1. The Hazardous Materials Risk Management Plan would include strict storage and handling protocols for hazardous materials, regular inspections and monitoring, proper containment systems, and appropriate safety training for employees. Helping to minimize the potential risks associated with the project and ensure cleanup protocol of potentially contaminated sites while safeguarding the neighboring residential community. |
| <b>Policy S-6.3:</b> Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.                                                      | <b>Consistent:</b> Per Section 4.9, <i>Hazards and Hazardous Materials</i> , the project site contains a small area on APN No. 0207-271-94 which contains a concentration of naphthalene in the soil that marginally exceeded the industrial Department of Toxic Substance Control screening level. Through implementation of Mitigation Measure HAZ-2, Soil Management Plan, the contaminated soil would be segregated and transported off-site to an appropriate disposal facility in accordance with applicable federal and State regulations. A Soil Management Plan was prepared by Avocet Environmental in 2021, the contaminated soil would be removed prior to construction commencement of the project.                                                                                                                                                                                                                                                                                            |

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                                                                                                       | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| <p><b>Policy S-6.5:</b> Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.</p> <p><b>Policy S-6.6:</b> Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.</p> | <p><b>Consistent:</b> Building heights for the project would range from 45 feet to 51 feet. Based on the Federal Aviation Regulation (FAR) Part 77 criteria, these heights are not anticipated to encroach into FAR Part 77 airspace and are below the City's 70-foot height limit (assuming required setbacks) under the pre-982 Ordinance of the RCMC. Nonetheless, prior to issuance of a building permit or 45 days to commencement of construction, the applicant must notify the Federal Aviation Administration regional office using Form 7460-1, Notice of Proposed Construction or Alteration. The project would comply with all applicable federal, State and local requirements including compatibility with the Airport Land Use Compatibility Plan, and FAR Part 77 requirements.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b>Policy S-6.7</b> Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.</p>                                                                                                                                                                                                                                                                                   | <p><b>Consistent:</b> The project site is separated by fencing, landscaping, and/or drive aisles along the southern border of the project, therefore creating a barrier between the project site and railroad tracks.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>NOISE CHAPTER</b>                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <i><b>Goal N-1: Noise.</b> A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.</i>                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>Policy N-1.1:</b> Noise Levels. Require new development to meet the noise compatibility standards identified in Table N-1.</p>                                                                                                                                                                                                                                                                                                                      | <p><b>Consistent:</b> Based on Table N-1, the compatibility standards for an industrial use is 75 CNEL<sup>1</sup> for exterior noise and 70 CNEL for interior noise. Section 4.13, <i>Noise</i>, shows the results of the four 24-hour (long-term) noise measurements that were conducted at boundaries of the project site. The CNEL measurements range from 55 to 71. Therefore, based on the existing ambient noise, the proposed industrial project would be located on a site that is compatible with industrial development under the City's compatibility standards.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>Policy N-1.2:</b> Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.</p>                                                                                                                                                 | <p><b>Consistent with implementation of mitigation:</b> As shown in Figure 2-4 of Section 2, <i>Project Description</i>, the proposed buildings would be set back from Baker Avenue and 9th Street. The Baker House and the parking lot along 9th Street would provide buffers between the buildings and the residences in the areas surrounding the project site to the north and west. Along 8th Street, the railroad and existing commercial development would provide buffers between the proposed project and the residences south of 8th Street. In addition, as shown in Figure 4.13-3 of Section 4.12, <i>Noise</i>, the proposed project includes eight-foot walls along the boundaries of the site.</p> <p>During construction, the project would be required to implement Mitigation Measure NOI-1, which requires a Construction Noise Control Plan that specifies noise reduction measures. Although the noise associated with nighttime operations would exceed the City of Rancho Cucamonga and the City of Ontario's exterior noise thresholds, which would result in significant impacts, the intent of this policy is met through the project design, along with the required mitigation measures. Therefore, the proposed project is consistent with this policy.</p> |

<sup>1</sup> The Community Noise Equivalent Level (CNEL) is an weighted average of noise level over time.

| General Plan Policy                                                                                                                                                                                                                                                                                                                                                    | Proposed Project Consistency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Policy N-1.3:</b> Non-Architectural Noise Attenuation. Non-architectural noise attenuation measures such as sound walls, setbacks, barriers, and berms shall be discouraged in pedestrian priority areas (or other urban areas or areas where pedestrian access is important).</p>                                                                               | <p><b>Consistent:</b> The project is not within a pedestrian priority area; therefore, the project does not propose the usage of non-architectural noise attenuation such as sound walls, setbacks, barriers, and berms in pedestrian priority areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <p><b>Policy N-1.4:</b> New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.</p> | <p><b>Inconsistent:</b> Section 4.13, <i>Noise</i>, analyzes the project’s construction and operational noise impacts to determine if the project would expose persons to or generate noise levels in excess of established standards. During the construction phase, if uncontrolled, project construction noise would be significant; however, implementation of Mitigation Measure NOI-1 would reduce construction impacts to less than significant. During operation, the project would have operational noise associated with truck loading bay operations such as truck movements and loading/unloading. The noise associated with nighttime operations would exceed exterior noise thresholds, which is a significant and unavoidable noise impact that cannot be mitigated to a level less than significant. Therefore, the project is not consistent with this policy.</p> |
| <p><b>Policy N-1.8:</b> Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.</p>                                                                                                                                                                                                      | <p><b>Consistent:</b> As described in Section 4.13, <i>Noise</i>, project operational vibration would not exceed vibration levels of 85 VdB. The construction vibration noise analysis in Section 4.13, <i>Noise</i>, used 0.12 in/sec peak particle velocity (PPV) to measure the project’s construction vibration noise levels. The project would exceed the 0.12/sec PPV threshold at the single-family residence 10 feet to the north of the project site and at the Baker House. With implementation of Mitigation Measure NOI-2, alternative construction equipment would be required near the Baker House to reduce construction related vibration. As such, project construction vibration levels would be reduced to a less-than-significant impact.</p>                                                                                                                   |
| <p>Source: Rancho Cucamonga 2021</p>                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

## Rancho Cucamonga Municipal Code Consistency

The project site is zoned as Neo-Industrial (NI). Uses permitted within the NI district include low-impact industrial uses, such as warehouses with a FAR of 0.4-0.6. The proposed project involves the construction of three warehouse buildings totaling 982,096. As detailed in Section 2, *Project Description*, Building 1 would be approximately 611,574 sf, including 4,000 sf of office space, with a maximum height of 51 feet. It would operate as a cross-dock warehouse with 45 dock doors on the north side, 49 dock doors on the south side, and 126 trailer parking spaces within the truck court/loading area. The truck courts/loading areas for Building 1 would be enclosed and screened from public viewing areas by 8-foot-tall solid screen walls. The Building 1 plan includes 10.6 percent of the site area dedicated to landscaping. Building 2 would be approximately 107,541 sf, including 4,000 sf of office space, with a maximum building height of 45 feet. It would contain 12 dock doors and 12 trailer parking spaces on the east side, with 10.8 percent of the site area dedicated to landscaping. Building 3 consists of 262,981 sf, including 5,000 sf of office space. Building 3 would have a maximum building height of 47 feet and contain 28 dock doors and 30 trailer spaces on the east side. It would be enclosed with an 8-foot-tall tube steel fence, with 15.7 percent of the site area dedicated to landscaping. Additionally, an employment patio or break area would be provided outside each building.

The existing historical building, the Baker House, would be retained, rehabilitated, and reused as a City facility to benefit the adjacent residential communities. The building's underlying site area, totaling approximately half an acre, would be dedicated to the City in fee and improved with a parking area to accommodate visitors, as well as landscaping and hardscape improvements.

As discussed above, the RCMC identifies development standards and criteria. The NI zoning district is subject to the landscaping standards described in RCMC Section 17.56, which requires a minimum of 10 percent landscape coverage for parcels within the NI zone, consistent with the conceptual plan for the proposed project. Landscaping would be installed in all areas not devoted to buildings, parking, traffic, and specific user requirements, with 11.9 percent of the total project site being landscaped.

Section 17.48 of the RCMC identifies regulations related to fencing, walls, and screening. Consistent with the RCMC, the project's conceptual plan shields the materials, supplies, equipment, loading docks, trucks, and trailers within an enclosed building or an area screened from public view.

The outdoor lighting standards are defined in RCMC Section 17.58, and the conceptual plan is consistent with the requirements specified in this section. The project includes interior and exterior lighting for all proposed buildings and around the parking lot to increase nighttime visibility and safety. All outdoor lighting would be recessed and/or constructed with full downward shielding to reduce light and glare impacts on surrounding properties and public rights-of-way. Additionally, all freestanding outdoor lighting would not exceed a height of 25 feet. To ensure visibility and safety while also minimizing lighting and glare impacts, minimum illumination levels for each applicable lighting category would be applied to the project lighting.

Parking and loading standards are defined in RCMC Section 17.64. Consistent with the RCMC, the project includes visual shielding for the proposed trailer loading/parking spaces and includes bicycle rack parking and electric vehicle parking spaces. Specifically, the conceptual plan includes 275 standard parking spaces, 11 ADA parking spaces, three van-accessible spaces, three electric van-accessible spaces, two EV standard accessible spaces, 55 standard EV spaces, 13 EV charging spaces, along with 168 trailer parking spaces and 18 bicycle spaces. The proposed trailer parking spaces are located in a designated area away from the loading bays and paths of travel. All trailer parking areas

are screened according to the provisions of RCMC Section 17.48.050, which includes the use of 8-foot-tall solid screen walls, dock doors, and landscaped screening.

RCMC Section 17.36.040 provides the minimum setback, building heights, maximum FAR, and maximum building footprint standards for industrial districts. Additionally, the NI zoning district is subject to the performance standards for hazardous materials, odor, radioactivity or electric disturbance, and liquid and solid waste set forth in RCMC Section 17.66.110. The project would comply with all applicable development standards identified in the RCMC for the NI zoning district. The project would not result in a change or conflict with zoning policy that would potentially have significant impacts. Therefore, the impacts associated with zoning policies would be less than significant.

### **SCAG 2020-2045 RTP/SCS**

The proposed project involves the development of three warehouses situated in proximity to existing commercial and residential developments. To ensure the projects alignment with the 2020-2045 RTP/SCS, a consistency analysis is conducted.

The overarching goal of the RTP/SCS is to support local jurisdictions and partnerships in creating sustainable communities that meet the unique vision and needs of each locality. One of the key goals is to focus growth near existing destinations and mobility options. Specifically, Goal 2 is to improve mobility, accessibility, reliability, and travel safety for people and goods; and Goal 4 is to increase person and goods movement and travel choices within the transportation system. The project's location, adjacent to established commercial and residential areas, aligns with these two goals. By providing warehouse facilities in proximity to existing destinations, the project promotes efficient land use and reduces transportation distances for goods and services.

Another objective is to promote diverse housing choices. Although the project primarily focuses on neo-industrial facilities, it indirectly contributes to this goal by providing employment opportunities in the vicinity.

The plan also emphasizes leveraging technological innovations. While not directly related to technological advancements, the project would incorporate sustainable design and construction practices. The project proposes to integrate energy-efficient features achieving an LEED Certified designation and provide 13 electric vehicle charging stations. Aligning with the broader objective of leveraging technology for sustainability.

Furthermore, the project supports the implementation of sustainability policies by adhering to local zoning regulations and incorporating specific design requirements. This includes landscaping, lighting, and screening provisions to ensure compatibility with the surrounding environment, minimize visual impacts, and promote responsible development practices.

Lastly, the project has the potential to contribute to a green region by implementing sustainable design principles. By incorporating green infrastructure features, permeable surfaces, and drip irrigation for native landscaping, the project can enhance water efficiency, stormwater management, and ecological preservation.

In conclusion, the proposed project's location, purpose, and adherence to sustainable design principles demonstrate its consistency with the goals and implementation strategies outlined in the 2020-2045 RTP/SCS. The development of light-industrial warehouses near existing commercial and residential areas aligns with the vision of sustainable communities, supporting local economic growth.

## **Mitigation Measures**

No mitigation measures are required.

### **4.11.4 Cumulative Impacts**

Cumulative development would incrementally modify land use patterns and the general setting of the area. There are 10 planned and pending projects in the City of Rancho Cucamonga and Ontario within a one-mile radius of the project site. These developments include residential, and mixed-use projects (refer to Table 3-1 in Section 3, *Environmental Setting*). Similar to the project, land use regulations and policy consistency impacts associated with other cumulative projects would be addressed on a case-by-case basis in order to determine their consistency with applicable plans and policies.

Like the proposed project, these cumulative projects would be infill development compatible with the surrounding uses and would generally be consistent with the setting and land use patterns of the project site vicinity. The cumulative projects would be required to comply with relevant land use policies and regulations through City review, and as applicable, CEQA review. Therefore, cumulative land use impacts would be less than significant. Moreover, because the proposed project's impacts related to land use compatibility and consistency with local plans, goals, and policies would be less than significant (as discussed above), the proposed project would not result in a cumulatively considerable contribution to the less than significant cumulative land use impacts.



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## 4.12 Mineral Resources

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This section analyzes impacts related to mineral resources associated with the implementation of the proposed project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

### 4.12.1 Setting

The project site had been previously developed with multiple commercial/industrial buildings which were demolished between February to April 2022 and is now vacant, with the exception of the historic Baker House. The surrounding area includes commercial, industrial, and residential uses. The project site topography slopes gently downward at an approximately one percent gradient from the northwestern area at approximately 1,165 feet mean sea level (msl) toward the southeastern area at approximately 1,130 feet msl. Pursuant to the Surface Mining and Reclamation Act (SMARA) of 1975, the California Geological Survey (CGS) classifies mineral resources with the Mineral Resource Zones (MRZ) system. The project site has been assigned MRZ-2 classification and is not within a sector designated as containing regionally significant aggregate resources (Rancho Cucamonga 2021b). The MRZ-2 classification indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.

As discussed in Section 4.7, *Geology and Soils*, the project site was found to contain artificial fills at depths of up to eight feet below the ground level and native alluvial soils at least 25 feet below ground level. The artificial fill soils generally consist of loose to very dense silty fine to medium sands with occasional cobbles and varying amounts of coarse sand and fine to coarse gravel. Native alluvium was encountered at the ground surface and beneath the artificial fill soils to at least 25 feet below the existing site grades. The near-surface alluvial soils generally consist of medium dense to very dense well-graded sands with varying fine to coarse gravel content and occasional to extensive cobbles (SCG 2019).

### 4.12.2 Regulatory Setting

#### **a. State Regulations**

##### **Surface Mining and Reclamation Act**

The SMARA of 1975 addresses the need for a continuing supply of mineral resources and is intended to prevent or minimize the adverse impacts of surface mining on public health, property, and the environment. The Act provides regulations and policy regarding surface mining and reclamation operations in California. SMARA requires classification of land into MRZs according to the area's known or inferred mineral potential. The CGS has classified land in California based on the availability of mineral resources. Four MRZ designations have been established for classifying sand, gravel, and crushed rock resources:

- MRZ-1: Adequate geologic information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence.

- MRZ-2: Adequate information indicates that significant mineral deposits are present or there is a high likelihood for their presence, and development should be controlled.
- MRZ-3: The significance of mineral deposits cannot be determined from the available data.
- MRZ-4: There is insufficient data to assign any other MRZ designation.

Mineral lands are locally reviewed in an effort to ensure that significant mineral deposits are identified and protected. The project site is located outside of the City's mineral resource sector within the Claremont-Upland Production-Consumption (P-C) region and designated as MRZ-2 (CGS 2007b).

### 4.12.3 Impact Analysis

#### **a. Significance Thresholds**

According to Appendix G of the *CEQA Guidelines*, impacts related to mineral resources from implementation of the project would be significant if it would:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State;
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

#### **b. Methodology**

In determining whether project implementation would result in impacts concerning mineral resources, this analysis considers the *CEQA Guidelines*, Appendix G thresholds, as described above. The analysis also evaluates the existing regulatory framework and determines its applicability for the project. The baseline conditions and impact analyses were based on review of various readily available data in public records, including local planning documents. The determination that the project would or would not result in substantial adverse effects concerning mineral resources considers the relevant policies and regulations established by local and regional agencies and the project's compliance with such policies.

### c. Project Impacts

|                     |                                                                                                                                                                                       |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> | Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 |
| <b>Threshold 2:</b> | Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? |

**Impact MIN-1** THE PROJECT SITE AND THE SURROUNDING AREA IS DESIGNATED AS MRZ-2 WHICH IS EXPECTED TO CONTAIN SIGNIFICANT MINERAL RESOURCES. IN ADDITION, THE PROJECT SITE IS APPROXIMATELY FIVE MILES SOUTHWEST OF A MINERAL RESOURCE RECOVERY SITE. HOWEVER, DUE TO THE DEVELOPED NATURE OF THE PROJECT SITE AND DISTANCE FROM THE CITY'S MINERAL RESOURCE RECOVERY SITE, THE PROJECT WOULD NOT RESULT IN THE LOSS OF A KNOWN MINERAL RESOURCE OR MINERAL RESOURCE RECOVERY SITE. THEREFORE, POTENTIAL IMPACTS TO KNOWN MINERAL RESOURCES ARE LESS THAN SIGNIFICANT.

The project site is not within or near an aggregate resource sector designated by the State Mining and Geology Board and analyzed in the City's General Plan EIR (Rancho Cucamonga 2021b; CGS 2007a). The nearest aggregate resource sector, Sector C-6, is located approximately 3.2 miles north of the project site. Due to the distance from each of the nearest aggregate resource sectors, the project would have no impact on the designated aggregate resource sectors.

The project site is within an area designated as MRZ-2 which is expected to contain significant Portland Cement Concrete resources (CGS 2007b). However, the project site is previously disturbed and the surrounding area is urbanized with commercial, industrial uses. No mining activities exist on the site or in the surrounding area. One mineral resource recovery site is located within Rancho Cucamonga, a mine owned by Hanson Aggregates LLC, which permanently closed in 2012. The mine is located west of the Day Creek Channel and north of Banyan Street, approximately five miles northeast of the project site. No other mineral recovery sites exist within city limits or the surrounding area (DOC 2023). Due to the developed nature of the project site and surrounding area, the project is unlikely to impact significant mineral resources. The project would consist of the construction of three industrial buildings, rehabilitation of the historic structure, and associated landscaping, no mining activities are proposed. Therefore, potential impacts to a known mineral resource are less than significant.

### Mitigation Measures

No mitigation measures are required.

#### 4.12.4 Cumulative Impacts

The project would have no impact on mineral resources. The project site is located within a MRZ-2 designated area. However, the project site and surrounding area is urbanized and not used for mining practices. Mineral resources would not be significantly impacted by the implementation of the project. Cumulative development projects would have the potential to impact mineral resources. Potential impacts of cumulative projects would be site-specific and would require case-by-case evaluation at the project level. Each cumulative project would require discretionary approval and evaluation under CEQA, which would analyze potential mineral resources impacts. Thus, cumulative development would not result in significant cumulative impacts to mineral resources. Therefore, the project would not cause a cumulatively considerable impact on mineral resources and no mitigation is required.

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## 4.13 Noise

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This section analyzes the project's potential noise impacts. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.96-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. The analysis contains a description of the existing noise setting, regulatory setting, a discussion of both the temporary noise and vibration impacts related to construction activity and long-term impacts associated with project operations, and mitigation measures to reduce project noise and vibration impacts.

### 4.13.1 Setting

#### a. Fundamentals of Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs (e.g., the human ear). Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

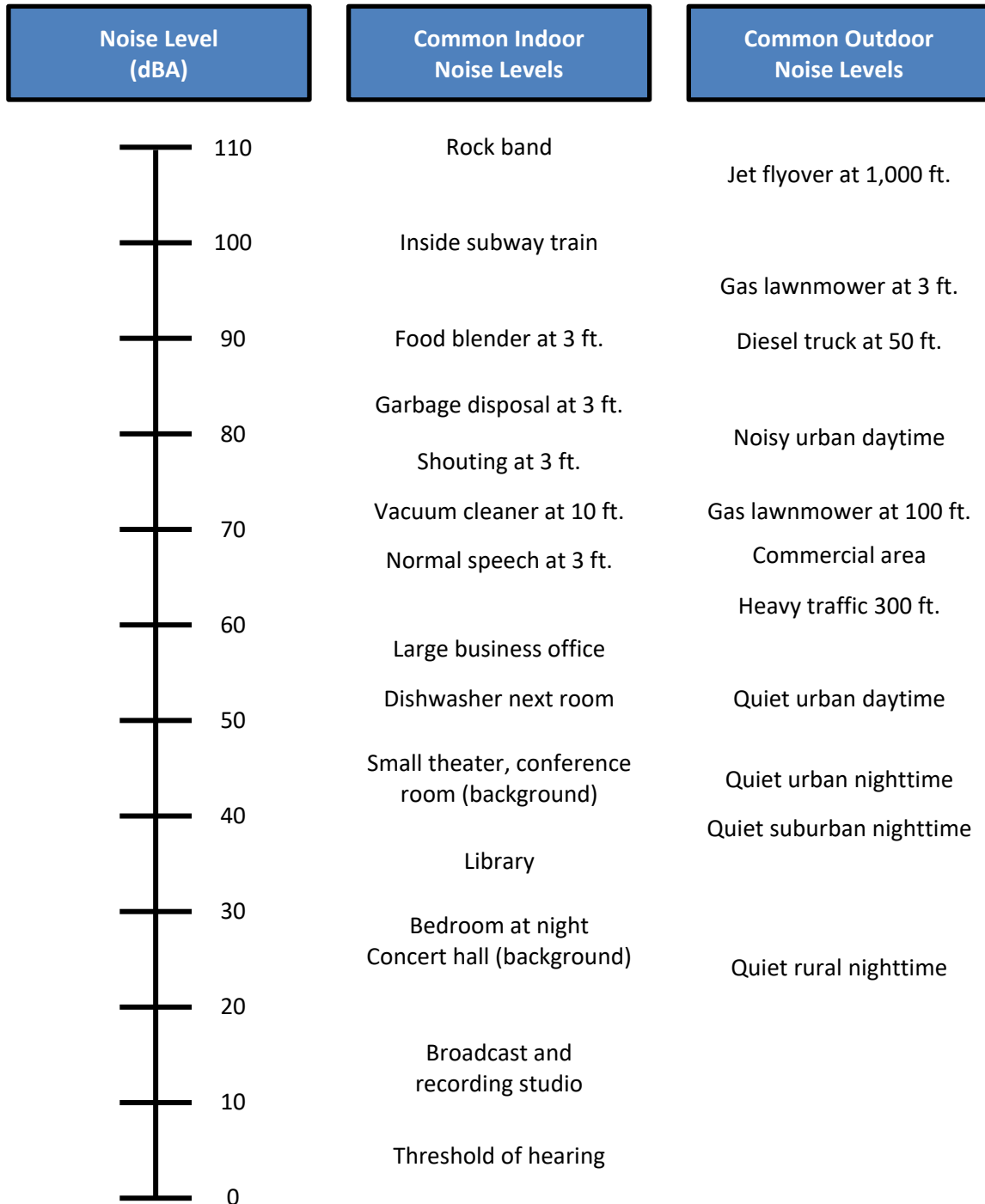
Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dBA; similarly, dividing the energy in half would result in a decrease of 3 dBA (Crocker 2007). Common outdoor and indoor noise sources and their typical corresponding A-weighted noise levels are shown in Figure 4.13-1.

Human perception of noise has no simple correlation with sound energy. The perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The manner by which noise declines with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Noise levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The

propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result simply from the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013).

**Figure 4.13-1 Examples of Typical Noise Levels**



Source: Caltrans 2013

Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce occupants’ exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

## **Descriptors**

The impact of noise is not a function of loudness alone. The time of day when noise occurs, its frequency, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed.

One of the most frequently used noise metrics that considers both duration and intensity is the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time. Typically,  $L_{eq}$  is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady.  $L_{max}$  is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and  $L_{min}$  is the lowest RMS sound pressure level within the measuring period (Crocker 2007). Normal conversational levels at three feet are in the 60- to 65-dBA  $L_{eq}$  range and ambient noise levels greater than 65 dBA  $L_{eq}$  can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level ( $L_{dn}$  or DNL), which is a 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by DNL and CNEL usually differ by about 0.5 dBA. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are typically in the 50 to 70+ CNEL range.

## **b. Overview of Groundborne Vibration**

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hertz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibration that can be felt by the human body is from a low of less than 1 Hertz up to a high of about 200 Hertz (Crocker 2007). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration



spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hertz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018).

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root mean square (RMS) velocity. PPV, measured in inches per second, is the maximum instantaneous peak of the vibration signal, and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, and RMS (measured in VdB) is typically more suitable for evaluating human response (Caltrans 2020)

### **c. Sensitive Receptors**

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. According to the Rancho Cucamonga PlanRC 2040 Noise Element, residential areas, hospitals, convalescent homes, churches, libraries, schools, and childcare facilities are considered noise-sensitive uses (City of Rancho Cucamonga 2021).

Vibration-sensitive receptors, which are similar to noise-sensitive receptors, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment (e.g., recording studios or medical facilities with sensitive equipment). Other uses that may have particular sensitivity to groundborne vibration include historic sites and structures.

Residential uses comprise most of the sensitive receptors in the City of Rancho Cucamonga and the City of Ontario. Other sensitive receptors in the City of Rancho Cucamonga consist of Los Amigos Elementary School approximately 375 feet northwest of the project site boundary, Los Amigos Park approximately 400 feet north of the project site boundary and San Antonio Christian School approximately 270 feet south of the project site boundary in the City of Ontario. Vibration-sensitive receptors include the residences adjacent to the project site. In addition, the Baker House is an historic resource located within the project area and is assumed to be more sensitive to groundborne vibration levels than typical residential buildings. Refer to Chapter 4.5, *Cultural Resources*, for further discussion of the Baker House.

### **d. Existing Conditions**

#### **Noise and Vibration Sources**

Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in the project area. In addition, the Burlington Northern Santa Fe (BNSF) rail line is adjacent to the southern project boundary. This rail line serves both BNSF freight trains and the San Bernardino Metrolink service into Los Angeles. Other sources of noise are the light industrial uses in the project vicinity. The Ontario International Airport is located approximately 2.3 miles to the south of the project, and the project is outside of the 65 dBA CNEL noise contour (City of Rancho Cucamonga 2021). As a result, the airport is not considered a substantial existing noise source.

## Ambient Noise Measurements

To quantify existing ambient noise levels in the project area, Rincon Consultants conducted four short-term noise measurements on August 15, 2023 and four long-term noise measurements between August 15 and August 16, 2023 (see Appendix J). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. The short-term measurements were 15-minute measurements and were taken between 8:45 a.m. and 9:57 a.m. at nearby sensitive receptor locations and along major roadways in the project vicinity. The long-term measurements were taken over a 24-hour period and are considered representative of the noise level fluctuations throughout the day.

The sound level meter used for noise monitoring (Extech 407780A) satisfies the American National Standards Institute (ANSI) standard for Type 2 instrumentation. The sound level meter was set to “slow” response and “A” weighting (dBA). The meter was calibrated before and after the monitoring period. The measurement was at least five feet above the ground and away from reflective surfaces, and the sound level meter was equipped with a windscreen during measurements.

The ambient noise measurement results and primary noise sources at each location are shown in Table 4.13-1 through Table 4.13-5. The approximate noise measurement locations are shown in Figure 4.13-2, *Approximate Noise Monitoring Locations*.

**Table 4.13-1 Short-Term (ST) Noise Level Measurement Results**

| Measurement Location                                                                                                                                | Measurement Location                                                                    | Sample Times      | Approximate Distance to Primary Noise Source or Project Site | L <sub>eq</sub> (dBA) | L <sub>min</sub> (dBA) | L <sub>max</sub> (dBA) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|-------------------|--------------------------------------------------------------|-----------------------|------------------------|------------------------|
| ST 1                                                                                                                                                | Approximately 50 feet south of the intersection of Baker Avenue and Main Street         | 8:45 am – 9:00 am | Approximately 10 feet from Baker Avenue traffic              | 70                    | 44                     | 93                     |
| ST 2                                                                                                                                                | Approximately 60 feet north of the railroad tracks on Vineyard Avenue                   | 9:22 am – 9:37 am | Approximately 10 feet from Vineyard Avenue traffic           | 68                    | 65                     | 82                     |
| ST 3                                                                                                                                                | Approximately 75 feet east of the intersection of 8th Street and North Orange Avenue    | 9:02 am – 9:17 am | Approximately 10 feet from 8 <sup>th</sup> Street traffic    | 68                    | 43                     | 81                     |
| ST-4                                                                                                                                                | Approximately 15 feet east of the 9 <sup>th</sup> Street entrance to Woodside Townhomes | 9:42 am – 9:57 am | Approximately 10 feet from 9 <sup>th</sup> Street traffic    | 60                    | 44                     | 72                     |
| dBA = A-weighted decibels; L <sub>eq</sub> = equivalent noise level; L <sub>min</sub> = minimum noise level, L <sub>max</sub> = maximum noise level |                                                                                         |                   |                                                              |                       |                        |                        |

**Table 4.13-2 Long-Term (LT-1) Noise Measurement Results**

| Sample Time                                                                                                  | dBA L <sub>eq</sub> | Sample Time | dBA L <sub>eq</sub> |
|--------------------------------------------------------------------------------------------------------------|---------------------|-------------|---------------------|
| <b>LT1 – 24-hour Measurement – August 15-16, 2023</b>                                                        |                     |             |                     |
| 8:40 a.m.                                                                                                    | 65                  | 8:40 p.m.   | 63                  |
| 9:40 a.m.                                                                                                    | 65                  | 9:40 p.m.   | 61                  |
| 10:40 a.m.                                                                                                   | 66                  | 10:40 p.m.  | 57                  |
| 11:40 a.m.                                                                                                   | 65                  | 11:40 p.m.  | 47                  |
| 12:40 p.m.                                                                                                   | 67                  | 12:40 a.m.  | 46                  |
| 1:40 p.m.                                                                                                    | 64                  | 1:40 a.m.   | 45                  |
| 2:40 p.m.                                                                                                    | 66                  | 2:40 a.m.   | 49                  |
| 3:40 p.m.                                                                                                    | 61                  | 3:40 a.m.   | 54                  |
| 4:40 p.m.                                                                                                    | 64                  | 4:40 a.m.   | 58                  |
| 5:40 p.m.                                                                                                    | 65                  | 5:40 a.m.   | 73                  |
| 6:40 p.m.                                                                                                    | 68                  | 6:40 a.m.   | 66                  |
| 7:40 p.m.                                                                                                    | 63                  | 7:40 a.m.   | 64                  |
| <b>24-hour Noise Level (dBA CNEL)</b>                                                                        |                     |             | <b>71</b>           |
| dBA = A-weighted decibels; L <sub>eq</sub> = equivalent noise level; CNEL = community equivalent noise level |                     |             |                     |
| See Figure 4.13-2 for Approximate Noise Measurement Locations; see Appendix J for full measurement details.  |                     |             |                     |

**Table 4.13-3 Long-Term (LT-2) Noise Measurement Results**

| Sample Time                                                                                                  | dBA L <sub>eq</sub> | Sample Time | dBA L <sub>eq</sub> |
|--------------------------------------------------------------------------------------------------------------|---------------------|-------------|---------------------|
| <b>LT-2 – 24-hour Measurement – August 15-16, 2023</b>                                                       |                     |             |                     |
| 10:59 a.m.                                                                                                   | 52                  | 10:59 p.m.  | 42                  |
| 11:59 a.m.                                                                                                   | 43                  | 11:59 p.m.  | 41                  |
| 12:59 p.m.                                                                                                   | 48                  | 12:59 a.m.  | 40                  |
| 1:59 p.m.                                                                                                    | 61                  | 1:59 a.m.   | 50                  |
| 2:59 p.m.                                                                                                    | 58                  | 2:59 a.m.   | 44                  |
| 3:59 p.m.                                                                                                    | 51                  | 3:59 a.m.   | 46                  |
| 4:59 p.m.                                                                                                    | 50                  | 4:59 a.m.   | 47                  |
| 5:59 p.m.                                                                                                    | 46                  | 5:59 a.m.   | 48                  |
| 6:59 p.m.                                                                                                    | 56                  | 6:59 a.m.   | 52                  |
| 7:59 p.m.                                                                                                    | 43                  | 7:59 a.m.   | 54                  |
| 8:59 p.m.                                                                                                    | 43                  | 8:59 a.m.   | 53                  |
| 9:59 p.m.                                                                                                    | 42                  | 9:59 a.m.   | 51                  |
| <b>24-hour Noise Level (dBA CNEL)</b>                                                                        |                     |             | <b>55</b>           |
| dBA = A-weighted decibels; L <sub>eq</sub> = equivalent noise level; CNEL = community equivalent noise level |                     |             |                     |
| See Figure 4.13-3 for Approximate Noise Measurement Locations; see Appendix J for full measurement details.  |                     |             |                     |

**Table 4.13-4 Long-Term (LT-3) Noise Measurement Results**

| Sample Time                                           | dBA L <sub>eq</sub> | Sample Time | dBA L <sub>eq</sub> |
|-------------------------------------------------------|---------------------|-------------|---------------------|
| <b>LT3 – 24-hour Measurement – August 15-16, 2023</b> |                     |             |                     |
| 8:26 a.m.                                             | 54                  | 8:26 p.m.   | 59                  |
| 9:26 a.m.                                             | 54                  | 9:26 p.m.   | 59                  |
| 10:26 a.m.                                            | 56                  | 10:26 p.m.  | 58                  |
| 11:26 a.m.                                            | 56                  | 11:26 p.m.  | 56                  |
| 12:26 p.m.                                            | 54                  | 12:26 a.m.  | 53                  |
| 1:26 p.m.                                             | 55                  | 1:26 a.m.   | 49                  |
| 2:26 p.m.                                             | 56                  | 2:26 a.m.   | 50                  |
| 3:26 p.m.                                             | 57                  | 3:26 a.m.   | 52                  |
| 4:26 p.m.                                             | 59                  | 4:26 a.m.   | 54                  |
| 5:26 p.m.                                             | 61                  | 5:26 a.m.   | 56                  |
| 6:26 p.m.                                             | 58                  | 6:26 a.m.   | 56                  |
| 7:26 p.m.                                             | 59                  | 7:26 a.m.   | 57                  |
| <b>24-hour Noise Level (dBA CNEL)</b>                 |                     |             | <b>62</b>           |

dBA = A-weighted decibels; L<sub>eq</sub> = equivalent noise level; CNEL = community equivalent noise level

See Figure 4.13-2 for Approximate Noise Measurement Locations; see Appendix J for full measurement details.

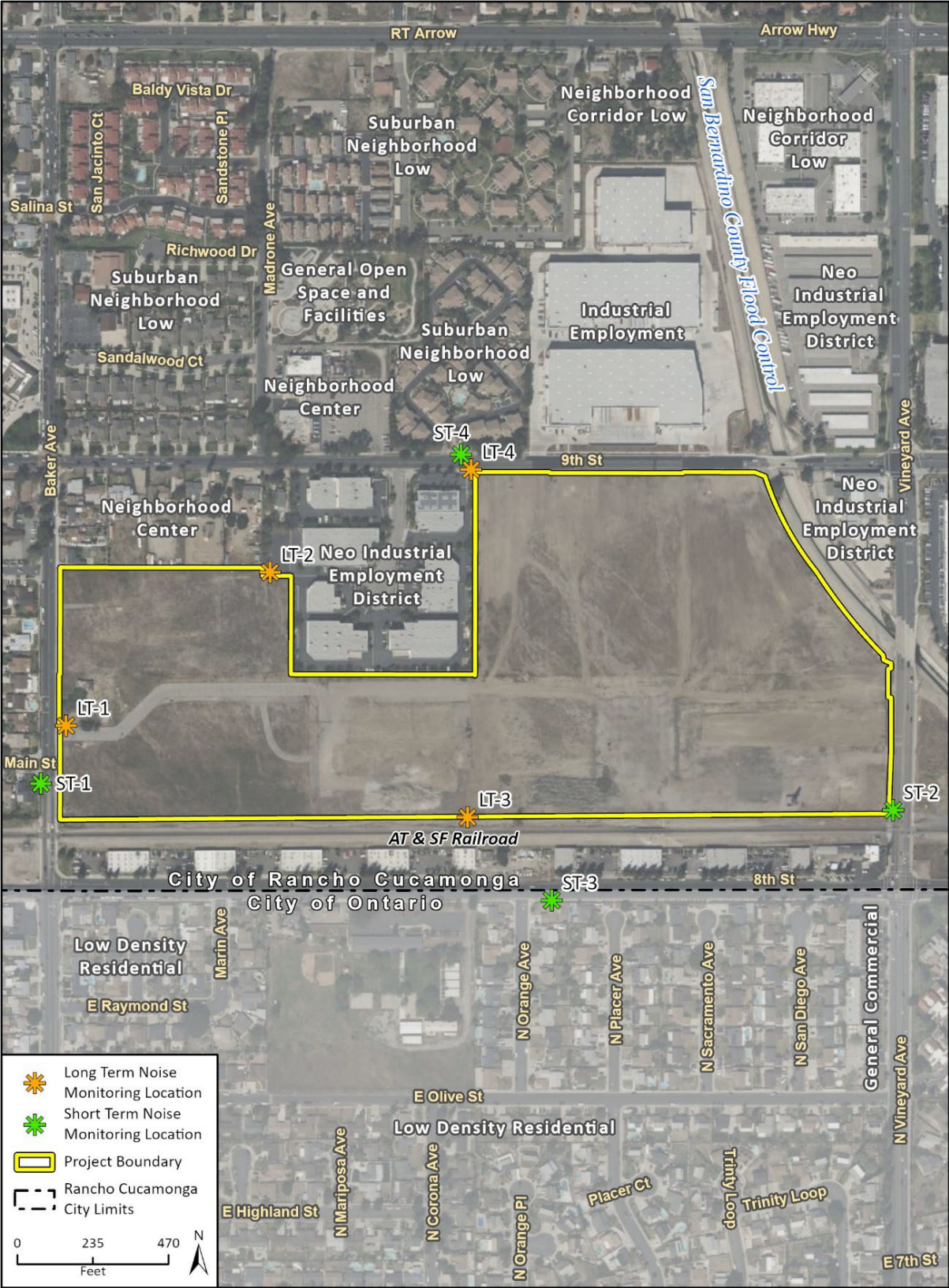
**Table 4.13-5 Long-Term (LT-4) Noise Measurement Results**

| Sample Time                                           | dBA L <sub>eq</sub> | Sample Time | dBA L <sub>eq</sub> |
|-------------------------------------------------------|---------------------|-------------|---------------------|
| <b>LT4 – 24-hour Measurement – August 15-16, 2023</b> |                     |             |                     |
| 8:17 a.m.                                             | 67                  | 8:17 p.m.   | 55                  |
| 9:17 a.m.                                             | 71                  | 9:17 p.m.   | 59                  |
| 10:17 a.m.                                            | 65                  | 10:17 p.m.  | 56                  |
| 11:17 a.m.                                            | 64                  | 11:17 p.m.  | 49                  |
| 12:17 p.m.                                            | 65                  | 12:17 a.m.  | 45                  |
| 1:17 p.m.                                             | 70                  | 1:17 a.m.   | 44                  |
| 2:17 p.m.                                             | 66                  | 2:17 a.m.   | 45                  |
| 3:17 p.m.                                             | 67                  | 3:17 a.m.   | 48                  |
| 4:17 p.m.                                             | 66                  | 4:17 a.m.   | 47                  |
| 5:17 p.m.                                             | 68                  | 5:17 a.m.   | 65                  |
| 6:17 p.m.                                             | 61                  | 6:17 a.m.   | 59                  |
| 7:17 p.m.                                             | 52                  | 7:17 a.m.   | 68                  |
| <b>24-hour Noise Level (dBA CNEL)</b>                 |                     |             | <b>67</b>           |

dBA = A-weighted decibels; L<sub>eq</sub> = equivalent noise level; CNEL = community equivalent noise level

See Figure 4.13-2 for Approximate Noise Measurement Locations; see Appendix J for full measurement details.

Figure 4.13-2 Approximate Noise Monitoring Locations



Imagery provided by Microsoft Bing and its licensors © 2023. Project boundary was digitized from a site plan and is approximate.

19-08856 EPS  
Fig X Noise Monitoring

## 4.13.2 Regulatory Setting

### a. Federal

#### **Occupational Health and Safety Administration**

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the U.S. Environmental Protection Agency. Noise 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 not addressed further in this analysis.

### b. State

#### **California Government Code**

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines provide suggested noise and land use compatibility standards in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types.

### c. Local

#### **City of Rancho Cucamonga PlanRC 2040**

The City of Rancho Cucamonga PlanRC 2040 is a roadmap that encompasses the values and aspirations of the community. The Noise Chapter of the Rancho Cucamonga GP specifies outdoor noise level limits for land uses impacted by transportation noise sources. The City requires that new developments be designed to meet these standards. Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use.

The following goals and policies from the Noise Chapter are relevant to the proposed project.

**Goal N-1 Noise.** A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

**Policy N-1.2.** Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

**Policy N-1.4.** New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways,

rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.

**Policy N-1.8.** Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.

## City of Rancho Cucamonga Municipal Code

Chapter 17.66 of the Rancho Cucamonga Municipal Code (RCMC) sets forth hours of operation for certain activities and sets noise standards to control unnecessary, excessive, and annoying noise in the city. Section 17.66.050 of the RCMC sets limits on allowable exterior noise levels. Table 4.13-6 contains the noise standards at receiving residential uses. These noise standards also apply to schools, churches, libraries, and health care institutions when located in a residential zone.

**Table 4.13-6 Residential Noise Limits – Exterior and Interior Noise**

| Location of Measurement | 10:00 PM-7:00 a.m. | 7:00 AM – 10:00 p.m. |
|-------------------------|--------------------|----------------------|
| Exterior                | 60 dBA             | 65 dBA               |
| Interior                | 45 dBA             | 50 dBA               |

The following corrections are applied to each noise level standards based on noise duration per hour:

- Basic noise level for a cumulative period of not more than 15 minutes in any one hour [ $L_{25}$ ]; or
- Basic noise level plus five dBA for a cumulative period of not more than 10 minutes in any one hour [ $L_{17}$ ]; or
- Basic noise level plus 14 dBA for a cumulative period of not more than 5 minutes in any one hour [ $L_5$ ]; or
- Basic noise level plus 15 dBA at any time [ $L_{max}$ ].

Source: RCMC Section 17.66.050.

The City has also adopted noise standards applicable to industrial areas in Section 17.66.110 of the RCMC. The standards limit noise from industrial uses to 65 dBA at residential property lines.

### Construction Noise Standards

Section 17.66.050(D), *Special Exclusions*, of the RCMC excludes construction noise from the provisions of the RCMC. Noise sources associated with construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, are exempt provided:

- a) When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.
- b) When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA when measured at the adjacent property line.

## City of Ontario Municipal Code

Chapter 29, Section 5-29.04 of the City of Ontario Municipal Code (Ontario 2023) sets forth hours of operation for certain activities and sets limits on allowable exterior noise levels for residential uses and schools located in Residential Zones. Table 4.13-7 contains the noise standards at receiving residential uses. When the measured ambient exceeds the standards in Table 4.13-7, the measured ambient is the noise standard. The Ontario Municipal Code does not include construction noise level limits.

**Table 4.13-7 Residential Noise Limits – Exterior Noise Standards**

| Location of Measurement   | 10:00 p.m.-7:00 a.m. | 7:00 AM – 10:00 PM |
|---------------------------|----------------------|--------------------|
| Single-Family Residential | 45 dBA               | 65 dBA             |

- a) The noise standard for the applicable zone for any fifteen-minute (15) period; and  
b) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).  
c) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

Source: City of Ontario Municipal Code Section 5-29.04.

### 4.13.3 Impact Analysis

#### a. Significance Thresholds

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

1. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
2. Generate excessive groundborne vibration or groundborne noise levels; and
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, expose people residing or working in the Project area to excessive noise levels.

#### *Construction Noise Thresholds*

As described above, the RCMC provides noise standards for different land use types. Noise is exempt where, when adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels do not exceed the noise standard of 65 dBA when measured at the adjacent property line. Additionally, the City of Ontario does not have specific noise level criteria for assessing construction impacts. Therefore, the City of Rancho Cucamonga's noise standards have been conservatively applied.



### *Operational Stationary Source Noise Thresholds*

Shown in Table 4.13-6, the City of Rancho Cucamonga has adopted exterior noise standards in the RCMC regulating operational stationary noise sources in the city. The proposed project would result in a significant impact if noise from project stationary operational noise sources exceeds 60 dBA at a residential property line during nighttime hours between 10:00 p.m. and 7:00 a.m. or 65 dBA during daytime hours between 7:00 a.m. and 10:00 p.m. In addition, shown in Table 4.13-7, the City of Ontario has adopted exterior noise standards in the City of Ontario Municipal Code regulating operational stationary noise sources in Ontario. The proposed project would result in a significant impact if noise from project stationary operational noise sources exceeds the measured ambient noise level of 49 dBA at a residential property line during nighttime hours between 10:00 p.m. and 7:00 a.m. or 65 dBA during daytime hours between 7:00 a.m. and 10:00 p.m.

### *Operational Off-Site Traffic Noise Thresholds*

A project would normally have a significant effect on the environment related to traffic noise if it would substantially increase the ambient noise levels for adjoining areas. The following thresholds of significance similar to those recommended by the Federal Aviation Administration (FAA) are used to assess traffic noise impacts at sensitive receptor locations. A significant impact would occur if traffic noise increases the existing noise environment by the following:

- Greater than 1.5 dBA CNEL for ambient noise environments of 65 dBA CNEL and higher.
- Greater than 3 dBA CNEL for ambient noise environments of 60 to 64 CNEL.
- Greater than 5 dBA CNEL for ambient noise environments of less than 60 dBA CNEL.

### *Groundborne Vibration Thresholds*

The City has not adopted quantified limits to assess vibration impacts during construction and operation. Therefore, the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) is used to evaluate potential construction vibration impacts. Construction vibration impacts would be significant if vibration levels exceed the FTA criteria shown in Table 4.13-8. For example, impacts would be significant if vibration levels exceed 0.2 in/sec PPV for residential structures and 0.3 in/sec PPV for commercial structures, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Construction vibration impacts would also be significant if vibration levels exceed 0.12 in/sec PPV for extremely fragile historic buildings, such as the Baker House described below. In addition, project operational vibration would be significant if it exceeds 85 VdB at existing structures.

**Table 4.13-8 Criteria for Vibration Damage Potential**

| Building Category                                       | PPV (in/sec) |
|---------------------------------------------------------|--------------|
| I. Reinforced concrete, steel, or timber (no plaster)   | 0.5          |
| II. Engineered concrete and masonry (no plaster)        | 0.3          |
| III. Nonengineered timber and masonry buildings         | 0.2          |
| IV. Buildings extremely susceptible to vibration damage | 0.12         |

in/sec = inches per second; PPV = peak particle velocity  
Source: FTA 2018

## b. Methodology

The following describes the methodology, including models, used to evaluate the significance of potential noise and vibration impacts related to the proposed project.

### *Construction Noise*

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receptors near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the  $L_{eq}$  of the operation (FTA 2018). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., grading) and would be lower during the later construction phases. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Over the course of a typical construction day, construction equipment could be located adjacent to the nearest residential uses but would typically be located at an average distance further away due to the nature of construction where equipment is mobile throughout the site during the day. Construction activity would result in temporary noise in the project area, exposing surrounding sensitive receptors to increased noise levels. The project would involve site preparation, grading, building construction, paving, and architectural coating. Construction equipment is typically dispersed in various areas of the site, with only a limited amount of equipment operating near a given location at a particular time. The FTA 2018 *Transit Noise and Vibration Impact Assessment* document recommends evaluating construction noise impacts from the center of the construction site, stating that the distance variable in its recommended construction noise calculation “assumes that all equipment operates at the center of the project.” Therefore, it is common, industry-standard practice to analyze average construction noise from the center of the site because this is the approximate center of where noise would be generated as equipment moves around the site throughout the workday. In accordance with FTA recommendations, construction noise was measured from the approximate center of each phase.

For site preparation, grading, building construction and architectural coating, from the center of the western portion of the project site, the nearest noise-sensitive receptors include single-family residences located approximately 380 feet north on 9<sup>th</sup> Street and 425 feet west on Baker Street. From the center of the eastern portion of the project site, the nearest noise-sensitive receptors include a single-family residence on 8th Street located approximately 655 feet to the south. For paving, from the center of the proposed eastern parking lot for Building 3, the nearest noise-sensitive receptors include single-family residences located approximately 400 feet north on 9<sup>th</sup> Street and 590 feet west on Baker Street. From the center of the proposed eastern truck court of Building 2, the nearest noise-sensitive receptors include a single-family residence on 8th Street located approximately 510 feet to the south. Therefore, construction noise was modeled at these

distances. Attenuation from intervening structures or topography was conservatively not included in the calculations. Equipment modeled for each phase of construction was based on the CalEEMod air quality model default assumptions for this type of project and size, as discussed in Section 4.3, *Air Quality*.

*Operational Stationary Noise*

Stationary operational noise is evaluated with the SoundPLAN acoustic ray tracing noise propagation model using input parameters from project information and sound reference levels from truck loading dock operations, and truck and automobile movements across the project site. SoundPLAN uses industry-accepted propagation algorithms based on International Organization for Standardization (ISO) standards for outdoor sound propagation. The modeling calculations account for classical sound wave divergence (spherical spreading loss with adjustments for source directivity from point sources) plus attenuation factors due to air absorption, ground effects, and shielding. Additionally, SoundPLAN provides for other correction factors, including level increases due to reflections, source directivity, and source tonality. Reference noise levels of truck loading dock operational noise from the SoundPLAN library were used to evaluate potential impacts from loading dock noise at nearby sensitive receptors. Major noise sources from loading and unloading include airbrake discharge, king-pin coupling, back-up warning ‘beep’ tone, and drive-off. In addition, truck and automobile movements were modeled in SoundPLAN around the project perimeter where automobiles and trucks would drive and park. The proposed 8-foot-tall solid screen walls and the commercial buildings to the north and south of the project site were included in the modeling. Project operation, including the loading area, was modeled as 24 hours a day. SoundPLAN modeling worksheets are included in Appendix J.

*Operational Off-Site Traffic Noise*

The project would generate motor vehicle trips, thereby increasing off-site traffic on area roadways. The project’s traffic noise impacts are analyzed based on data provided by Fehr & Peers (Fehr & Peers 2024). Increases in traffic noise are estimated using a version of the FHWA RD-77-108 traffic noise prediction model. Inputs to the model are average daily traffic (ADT) volumes and the FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, roadway vehicle volumes, vehicle speeds, car/truck mix, and number of lanes. Traffic noise modeling inputs and outputs are included in Appendix J.

*Groundborne Vibration*

The greatest vibratory source during construction would be a vibratory roller. Neither blasting nor pile driving would be required for construction of the proposed project. Table 4.13-9 shows typical vibration levels for various pieces of construction equipment.

**Table 4.13-9 Typical Vibration Levels for Construction Equipment**

| Equipment        | PPV (in/sec) at 25 Feet | PPV (in/sec) at 37 feet |
|------------------|-------------------------|-------------------------|
| Vibratory Roller | 0.21                    | 0.117                   |
| Large Bulldozer  | 0.089                   | 0.049                   |
| Loaded Trucks    | 0.076                   | 0.042                   |
| Small Bulldozer  | 0.003                   | 0.002                   |

| Equipment         | PPV (in/sec) at 25 Feet | PPV (in/sec) at 37 feet |
|-------------------|-------------------------|-------------------------|
| Static Roller     | 0.05                    | 0.028                   |
| Sources: FTA 2018 |                         |                         |

Vibration levels from construction activities are based on information and recommend procedures contained in the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

### c. Project Impacts

**Threshold 1:** Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Impact NOI-1** CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED PROJECT WOULD RESULT IN ADVERSE NOISE IMPACTS; HOWEVER, WITH IMPLEMENTATION OF MITIGATION MEASURE NOI-1, CONSTRUCTION IMPACTS WOULD BE LESS THAN SIGNIFICANT. PROJECT OPERATIONAL NOISE IMPACTS WOULD EXCEED THE NIGHTTIME NOISE THRESHOLD OF 60 dBA AT RESIDENCES IN THE CITY OF RANCHO CUCAMONGA, AND THE MEASURED AMBIENT NOISE LEVEL OF 49 dBA  $L_{eq}$  AT RESIDENCES IN THE CITY OF ONTARIO. THERE ARE NO FEASIBLE MITIGATION MEASURES TO REDUCE THIS IMPACT; THEREFORE, OPERATIONAL NOISE IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE.

The project-specific noise analysis focuses on the construction and operational impacts to determine if the project would expose persons to or generate noise levels in excess of established standards or cause a substantial temporary or permanent increase in ambient noise levels in the project vicinity.

### Construction

Project construction activities are anticipated to occur over the course of 11 months, from the beginning of January 2025 through the end of November 2025. Construction noise would be generated during the site preparation, grading, building construction, paving and architectural coating phases of construction. Distances and equipment assumed are discussed under Section 4.13.3b, *Methodology*, of this analysis. For site preparation, grading, building construction and architectural coating, from the center of the western portion of the project site, the nearest noise-sensitive receptors include single-family residences located approximately 380 feet north on 9th Street and 425 feet west on Baker Street. From the center of the eastern portion of the project site, the nearest noise-sensitive receptors include a single-family residence on 8th Street located approximately 655 feet to the south. For paving, from the center of the proposed eastern parking lot for Building 3, the nearest noise-sensitive receptors include single-family residences located approximately 400 feet north on 9th Street and 590 feet west on Baker Street. From the center of the proposed eastern truck court of Building 2, the nearest noise-sensitive receptors include a single-family residence on 8th Street located approximately 510 feet to the south. Table 4.13-10 identifies the estimated noise levels at nearby sensitive receptors from the center of the phase based on the conservatively assumed combined use of all construction equipment during each phase of construction.

As shown in Table 4.13-10 construction noise levels would be up to 68 dBA  $L_{eq}$  at nearby residences during the grading phase. Therefore, construction noise levels could exceed the 65 dBA  $L_{eq}$

threshold for residential receptors. The 65 dBA Leq threshold for schools would not be exceeded. Additionally, RCMC prohibits construction activities between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and Saturdays, and any time on Sunday or national holidays. If uncontrolled, project construction noise would be significant. Implementation of Mitigation Measure NOI-1 includes construction noise reduction measures that would reduce impacts to less than significant.

## **Operation**

### *Operational Stationary Noise*

The proposed project would have operational noise associated with truck loading bay operations, such as truck movements and loading/unloading. The loading docks would be shielded by the proposed eight-foot-high screening walls. Figure 4.13-3 shows the projected noise exposure from project on-site operation in the vicinity of the project. Assuming 24-hour operation, operational noise levels would be up to 60.2 dBA Leq at the first row of multi-family residences across 9th Street as measured from the proposed project driveway in the City of Rancho Cucamonga where operational stationary noises will occur (i.e. on-site truck and automobile movements). Operational noise levels would be up to 44.7 dBA Leq at the first row of single-family residences across Baker Avenue. Additionally, as described in Section 2, *Project Description*, the proposed truck access on Baker Avenue, via two proposed driveways, has been removed from the project design to prevent project-related trucks from creating significant noise impacts along Baker Avenue. Therefore, project operational noise levels could exceed the City of Rancho Cucamonga nighttime noise threshold of 60 dBA at residences in Rancho Cucamonga across 9th Street. It is not feasible to shield all on-site noise resulting from truck movements as a sound wall cannot be placed across the proposed driveway location on 9th Street. Project operational noise levels at all other receptors would be less than the City of Rancho Cucamonga threshold of 60 dBA. The Los Amigos Elementary School is located at a farther distance than any receptor and noise levels would be less during the daytime noise standard of 65 dBA. In the City of Ontario, along the southern portion of the site, operational noise levels would be up to 58 dBA Leq at the first row of single-family residences to the south across 8th Street, which would exceed the threshold of 49 dBA Leq (measured ambient). For the potentially significant impacts in the City of Rancho Cucamonga and the City of Ontario, the following mitigation measures were considered to reduce operational noise that would be generated under the proposed project:

- **Project Driveway Access Restriction** - All future tenants shall prohibit truck access to driveways along East 9th Street during the hours of 10:00 p.m. and 7:00 a.m. During those hours, site access shall be limited to Vineyard Avenue only.

Although this restricted access would be sufficient to avoid exceeding the nighttime exterior noise threshold in the City of Ontario, restricting access to daytime hours only would not be feasible from the developer's operational perspective, and therefore, would not meet the project's objectives.

- **Hours Restriction** – A restriction of truck access to the southern on-site driveways and southern facing loading docks during the hours of 10:00 p.m. and 7:00 a.m. was considered for all future tenants. During those hours, site access would be limited to on-site roads and loading docks north of the southern portion of the project site only, to reduce noise levels to a less than significant level at the residential sensitive receptors in the City of Ontario across 8th Street during nighttime hours.

Although this restricted access would be sufficient to avoid exceeding the nighttime exterior noise threshold in the City of Ontario, restricting access to daytime hours only would not be feasible from the developer's operational perspective, and therefore, would not meet the project's objectives.

- **12-Foot Sound Barrier Walls** – As shown in Figure 4.13-3, the eight-foot walls along the southern portion of the site would contribute to reducing the potential noise impacts. Based on the noise modeling conducted for this analysis, installation of a 12-foot sound wall along the southern property line would be necessary to avoid exceeding the nighttime exterior noise threshold in the City of Ontario; however, RCMC Section 17.48.050 sets the standard for a maximum height of eight-foot walls in industrial zoning districts. Therefore, a 12-foot wall would not comply with the applicable standard and would not be a feasible mitigation measure.

Since neither of these mitigation measures would be feasible, the operational noise increase from the proposed project would exceed the City of Rancho Cucamonga and the City of Ontario's threshold, which would result in a significant and unavoidable impact.

#### *Operational Off-Site Traffic Noise*

Table 4.13-11 summarizes the estimated project and cumulative off-site traffic noise increases based on ADT traffic volume provided by Fehr & Peers (Fehr & Peers 2024). As shown in Table 4.13-11, the maximum increase in traffic noise from the project would be 0.2 dBA CNEL along 9th Street, between Baker Avenue and Vineyard Avenue, and along Baker Avenue between 9th Street and 8th Street. This would not exceed the most stringent threshold of 1.5 dBA CNEL. Therefore, traffic noise increases from the proposed project would be less than significant.

**Table 4.13-10 Estimated Noise Levels by Construction Phase at Sensitive Receptors**

| Construction Activity Phase | Leq dBA                    |                                                        |                                                                                                          |                                           |                                                                                       |
|-----------------------------|----------------------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------|
|                             | RCNM Reference Noise Level | Single Family Residential on Baker Avenue <sup>7</sup> | Single Family Residential on 9 <sup>th</sup> Street (Adjacent to Northern Project Boundary) <sup>7</sup> | Los Amigos Elementary School <sup>7</sup> | Single Family Residential on 8th Street and San Antonio Christian School <sup>8</sup> |
| <b>Distance in feet</b>     | <b>50</b>                  | <b>425<sup>1</sup></b>                                 | <b>380<sup>2</sup></b>                                                                                   | <b>850<sup>2</sup></b>                    | <b>655<sup>3</sup></b>                                                                |
| Site Preparation            | 84                         | 65                                                     | 66                                                                                                       | 59                                        | 62                                                                                    |
| Grading                     | 86                         | 67                                                     | 68                                                                                                       | 61                                        | 64                                                                                    |
| Building Construction       | 79                         | 60                                                     | 61                                                                                                       | 54                                        | 57                                                                                    |
| Architectural Coating       | 74                         | 55                                                     | 56                                                                                                       | 49                                        | 52                                                                                    |
| <b>Distance in feet</b>     | <b>50</b>                  | <b>590<sup>4</sup></b>                                 | <b>400<sup>4</sup></b>                                                                                   | <b>450<sup>6</sup></b>                    | <b>510<sup>5</sup></b>                                                                |
| Paving                      | 80                         | 59                                                     | 62                                                                                                       | 61                                        | 60                                                                                    |

Note: Calculations performed with the FHWA's RCNM software are included in Appendix J. Noise levels rounded to the nearest whole number.

<sup>1</sup> Distance from the center of the western portion of the site.

<sup>2</sup> Distance from the center of the western portion of the site.

<sup>3</sup> Distance from the center of the eastern portion of the site.

<sup>4</sup> Distance from the center of eastern parking lot for proposed Building 3

<sup>5</sup> Distance from the center of eastern parking lot for Proposed Building 2

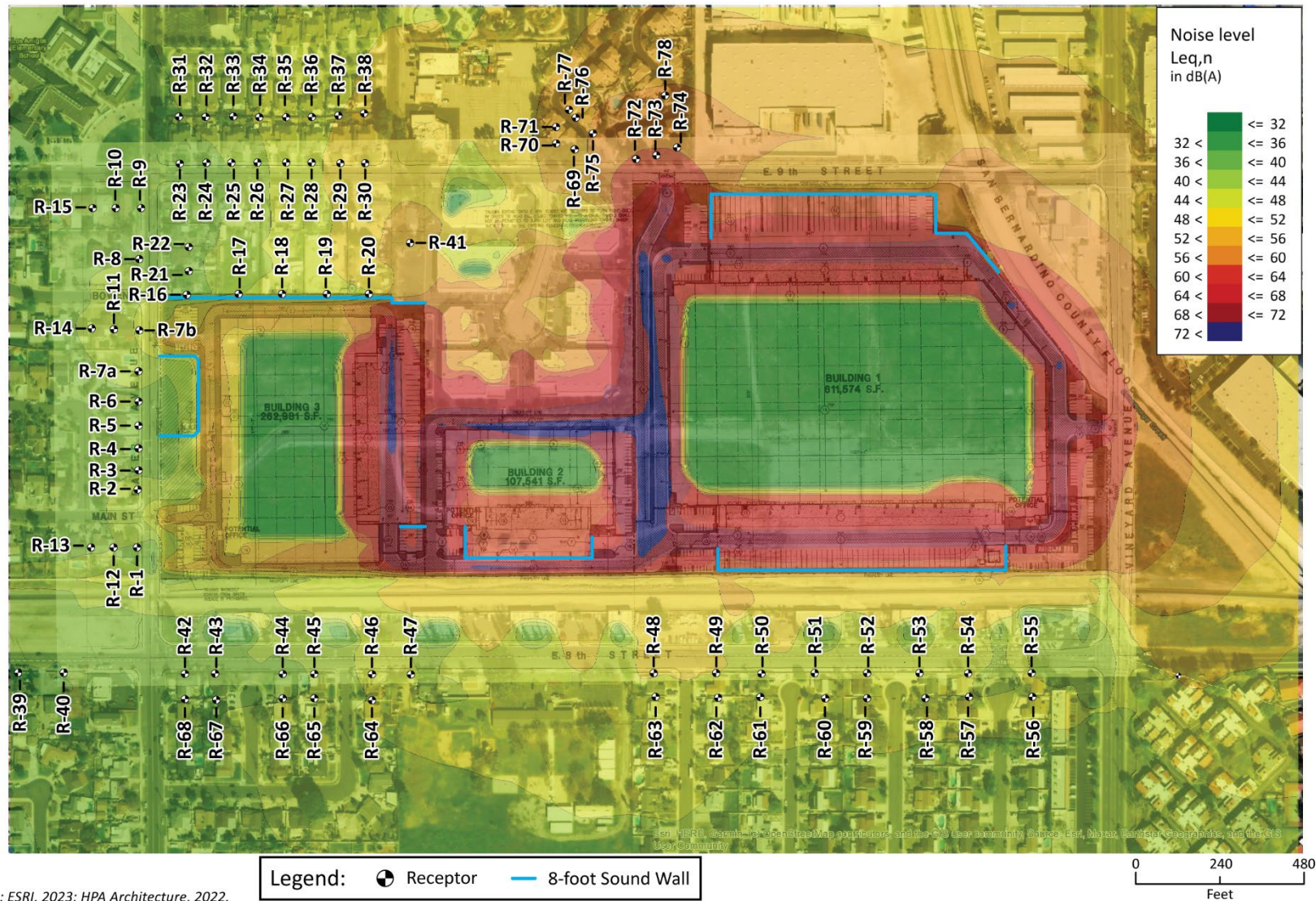
<sup>6</sup> Distance from center of parking lot in northwest corner of project site.

<sup>7</sup> Located in Rancho Cucamonga city limits.

<sup>8</sup> Located in Ontario city limits.



Figure 4.13-3 Project Operational Noise Contours



Source: ESRI, 2023; HPA Architecture, 2022.



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Table 4.13-11 Traffic Noise Increases Along Roadway Segments

| Roadway Segment                                                                                                      | Traffic Volumes<br>(ADT) |                       | Traffic Noise Level at 50 Feet<br>(dBA CNEL) |                      | Traffic Volumes<br>(ADT) |                            | Traffic Noise Level at 50 Feet<br>(dBA CNEL) |                            | Project Noise<br>Increase<br>(dBA CNEL) | Cumulative<br>Increase<br>(dBA CNEL) | Project<br>Cumulative<br>Contribution<br>(dBA CNEL) |
|----------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------|----------------------------------------------|----------------------|--------------------------|----------------------------|----------------------------------------------|----------------------------|-----------------------------------------|--------------------------------------|-----------------------------------------------------|
|                                                                                                                      | Existing (2023)          | Existing +<br>Project | Existing (2023)                              | Existing<br>+Project | Future (2040)            | Future (2040) +<br>Project | Future (2040)                                | Future (2040) +<br>Project |                                         |                                      |                                                     |
| Baker Avenue between Arrow Hwy and 9th Street                                                                        | 4,760                    | 4,880                 | 62.0                                         | 62.1                 | 5,190                    | 5,310                      | 62.3                                         | 62.4                       | 0.1                                     | 0.5                                  | 0.1                                                 |
| Baker Avenue between 9 <sup>th</sup> Street and 8th Street                                                           | 5,990                    | 6,230                 | 63.2                                         | 63.4                 | 6,790                    | 7,030                      | 63.8                                         | 63.9                       | 0.2                                     | 0.7                                  | 0.1                                                 |
| Arrow Route between Baker Avenue and Vineyard Avenue                                                                 | 18,930                   | 18,960                | 70.6                                         | 70.6                 | 23,730                   | 23,760                     | 71.6                                         | 71.6                       | 0.0                                     | 1.0                                  | 0.0                                                 |
| 9th Street between Baker Avenue and Vineyard Avenue                                                                  | 4,370                    | 4,610                 | 63.6                                         | 63.8                 | 5,485                    | 5,725                      | 64.6                                         | 64.7                       | 0.2                                     | 1.2                                  | 0.1                                                 |
| 8th Street between Baker Avenue and Vineyard Avenue                                                                  | 6,620                    | 6,740                 | 66.1                                         | 66.2                 | 10,025                   | 10,145                     | 68.0                                         | 68.1                       | 0.1                                     | 2.0                                  | 0.1                                                 |
| Vineyard Avenue between Foothill Boulevard and Arrow Route                                                           | 24,420                   | 24,680                | 72.1                                         | 72.1                 | 29,600                   | 29,860                     | 72.9                                         | 73.0                       | 0.0                                     | 0.9                                  | 0.1                                                 |
| Vineyard Avenue between Arrow Route and 9th Street                                                                   | 23,580                   | 23,990                | 72.6                                         | 72.6                 | 27,490                   | 27,900                     | 73.2                                         | 73.3                       | 0.1                                     | 0.7                                  | 0.1                                                 |
| Vineyard Avenue between 9th Street and 8th Street                                                                    | 24,990                   | 25,790                | 73.5                                         | 73.6                 | 29,020                   | 29,820                     | 74.1                                         | 74.2                       | 0.1                                     | 0.8                                  | 0.1                                                 |
| Vineyard Avenue between 8th Street and 6th Street                                                                    | 24,510                   | 25,200                | 74.6                                         | 74.7                 | 28,410                   | 29,100                     | 75.2                                         | 75.3                       | 0.1                                     | 0.7                                  | 0.1                                                 |
| Vineyard Avenue between 6th Street and 4th Street                                                                    | 27,030                   | 27,710                | 75.0                                         | 75.1                 | 30,190                   | 30,870                     | 75.5                                         | 75.6                       | 0.1                                     | 0.6                                  | 0.1                                                 |
| Vineyard Avenue between 4th Street and Jay Street                                                                    | 31,130                   | 31,740                | 75.7                                         | 75.8                 | 38,450                   | 39,060                     | 76.7                                         | 76.7                       | 0.1                                     | 1.0                                  | 0.0                                                 |
| Vineyard Avenue between Jay Street and Inland Empire Boulevard                                                       | 32,350                   | 32,960                | 75.6                                         | 75.7                 | 40,230                   | 40,840                     | 76.5                                         | 76.6                       | 0.1                                     | 1.0                                  | 0.1                                                 |
| Vineyard Avenue between Inland Empire Boulevard and I-10 WB Ramps                                                    | 34,480                   | 35,090                | 74.8                                         | 74.9                 | 42,910                   | 43,520                     | 76.0                                         | 76.1                       | 0.1                                     | 1.2                                  | 0.1                                                 |
| Vineyard Avenue between I-10 WB Ramps and I-10 EB Ramps                                                              | 17,050                   | 17,400                | 70.7                                         | 70.8                 | 25,370                   | 25,720                     | 72.8                                         | 72.8                       | 0.1                                     | 2.1                                  | 0.0                                                 |
| ADT = average daily trips                                                                                            |                          |                       |                                              |                      |                          |                            |                                              |                            |                                         |                                      |                                                     |
| EB = Eastbound                                                                                                       |                          |                       |                                              |                      |                          |                            |                                              |                            |                                         |                                      |                                                     |
| WB = Westbound                                                                                                       |                          |                       |                                              |                      |                          |                            |                                              |                            |                                         |                                      |                                                     |
| Source: Traffic data provided by Fehr & Peers 2024. Traffic Noise Modeling inputs and outputs located in Appendix J. |                          |                       |                                              |                      |                          |                            |                                              |                            |                                         |                                      |                                                     |

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### *Mitigation Measures NOI-1 Construction Noise Reduction Measures*

The construction contractor shall prepare and submit a Construction Noise Control Plan to the City of Rancho Cucamonga building department for review and approval prior to issuance of a grading permit. The Construction Noise Control Plan shall specify the noise reduction measures to be implemented during project construction to ensure noise levels do not exceed 65 dBA  $L_{eq}$  at nearby residences. The measures specified in the Construction Noise Control Plan shall be included on the building and grading plans and shall be implemented by the construction contractor during construction. At a minimum, the Construction Noise Control Plan shall include the following measures:

1. **Construction Operating Hours.** Limit all construction activities to the hours of 7:00 a.m. to 8:00 p.m. on weekdays and Saturdays. Construction activity shall be prohibited on Sundays and national holidays.
2. **Mufflers.** During all construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
3. **Shielding and Silencing.** Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and silencing devices consistent with manufacturer's standards or the Best Available Control Technology. Equipment shall be properly maintained, and the project applicant or owner shall require any construction contractor to keep documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.
4. **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receptors.
5. **Signage and Noise Complaint Coordinator.** The project applicant shall designate an on-site construction project manager who shall be responsible for responding to any complaints about construction noise. This person shall be responsible for responding to concerns of neighboring properties about construction noise disturbance and shall be available for responding to any construction noise complaints during the hours that construction is to take place. They shall also be responsible for determining the cause of the noise complaint (e.g., bad silencer) and shall require that reasonable measures be implemented to correct the problem. A toll-free telephone number shall be posted at construction site entrances for the duration of construction and provided in all notices (mailed, online website, and construction site postings) for receiving questions or complaints during construction and shall also include procedures requiring that the on-site construction manager respond to callers. The on-site construction project manager shall be required to track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction and shall notify the City's Community Development Director of each complaint occurrence.
6. **Construction Staging Areas.** Construction staging areas shall be located as far from noise-sensitive uses as reasonably possible and feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints.
7. **Smart Back-Up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters in accordance with all worker safety laws.

8. **Equipment Idling.** Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.
9. **Temporary Noise Barriers.** Erect temporary noise barriers to limit construction noise to no more than 65 dBA  $L_{eq}$  at residences. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier at a minimum height of 12 feet along the southern, western and northern project boundaries. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least one pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

### Significance After Mitigation

With implementation of Mitigation Measure NOI-1, construction noise levels would be reduced by approximately 15 dBA (Harris 1991; Bies, Hansen, Howard 2018), at nearby residential properties to the north, south, and west. This would reduce construction noise levels to 53 dBA  $L_{eq}$  or less, which would be below the threshold of 65 dBA  $L_{eq}$ , and this impact would be less than significant.

**Threshold 2:** Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

**Impact NOI-2      DURING GRADING ACTIVITIES, CONSTRUCTION EQUIPMENT WOULD GENERATE VIBRATION THAT COULD EXCEED THE THRESHOLD. MITIGATION MEASURE NOI-2 WOULD REQUIRE A VIBRATION CONTROL PLAN TO MINIMIZE VIBRATION IN THE VICINITY OF THE BAKER HOUSE AND ADJACENT RESIDENCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED.**

The project would generate additional truck trips on the surrounding roadway network. Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and State routes. Their study finds that “vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 in/sec, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)” (Caltrans 2020). A vibration level of 0.08 in/sec corresponds to a readily perceptible human response (Caltrans 2020). Considering that 75 VdB corresponds to that same approximate distinctly perceptible response (FTA 2018), project operational vibration would not exceed the City’s significance threshold of 85 VdB.

Table 4.13-12 lists groundborne vibration levels from various types of construction equipment at nearby sensitive receptors.

**Table 4.13-12 Construction Equipment Vibration Levels**

| Equipment        | Approximate Vibration Level (in/sec PPV) |                                     |                                                 |                           |
|------------------|------------------------------------------|-------------------------------------|-------------------------------------------------|---------------------------|
|                  | Reference Level<br>25 Feet from Source   | Baker House at<br>8803 Baker Avenue | Single-Family Residence<br>at 8743 Baker Avenue | Industrial<br>to the East |
| <b>Distance</b>  | <b>25</b>                                | <b>15</b>                           | <b>10</b>                                       | <b>50</b>                 |
| Large Bulldozer  | 0.089                                    | 0.191                               | 0.352                                           | 0.054                     |
| Loaded Truck     | 0.076                                    | 0.164                               | 0.300                                           | 0.046                     |
| Small Bulldozer  | 0.003                                    | 0.006                               | 0.012                                           | 0.002                     |
| <b>Distance</b>  | <b>25</b>                                | <b>25</b>                           | <b>40</b>                                       | <b>50</b>                 |
| Vibratory Roller | 0.210                                    | 0.210                               | 0.104                                           | 0.074                     |
| Static Roller    | 0.05                                     | 0.05                                | 0.025                                           | 0.018                     |

Source: FTA 2018.

Shown in Table 4.13-12, construction activities known to generate excessive groundborne vibration, such as pile driving, would not be used to construct the project. The greatest anticipated source of vibration during general project construction activities would be from a vibratory roller, which could be used approximately 15 feet from the property line during construction to the nearest residential building to the north; within 25 feet of the Baker House to the west; and within 50 feet of the industrial buildings adjacent to the site. During grading activities, a large bulldozer would generate a vibration level of approximately 0.352 in/sec PPV at the single family residence 10 feet to the north, as shown in Table 4.13-12, which would exceed the threshold of 0.2 in/sec PPV. During paving activities, a vibratory roller would generate a vibration level of approximately 0.210 in/sec PPV at Baker House, as shown in Table 4.13-9. Therefore, construction vibration impacts would be potentially significant. Implementation of Mitigation Measure NOI-2 would reduce impacts to less than significant.

## Mitigation Measures

### *NOI-2 Construction Vibration Control Plan*

Prior to the issuance of a grading and building permit, the construction plans shall include the following:

- For paving activities within 37 feet of the Baker House, use of a static roller in lieu of a vibratory roller shall be implemented.
- For grading and earthwork activities within 21 feet of the Baker House, off-road equipment that shall be limited to 100 horsepower or less.
- For grading and earthwork activities within 15 feet of offsite residences, off-road equipment that shall be limited to 100 horsepower or less.

## Significance After Mitigation

Alternative equipment near off-site receptors would be used to reduce construction related vibration. Specifically, use of a static roller would generate vibration levels of approximately 0.05 in/sec PPV at a distance of 25 feet (McIver 2012). Grading and earthwork equipment that is limited to 100 horsepower or less would generate 0.006 in/sec PPV within 15 feet of sensitive receptors. With implementation of Mitigation measure NOI-2, project groundborne vibration would

be less than the significance threshold of 0.12 in/sec PPV at the Baker House. Therefore, with mitigation, project construction vibration impacts would be less than significant.

**Threshold 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?

**Impact NOI-3 THE PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS RELATED TO AIRSTRIP/AIRPORT OPERATION. NO IMPACT WOULD OCCUR.**

There are no airports in the City of Rancho Cucamonga. The nearest airport to the City of Rancho Cucamonga is the Ontario International Airport, which is located approximately 2.3 miles south. The City of Rancho Cucamonga is located outside of the airport's noise contours, identified in the LA/Ontario International Airport Land Use Compatibility Plan (ONT ALUCP 2011). Therefore, the proposed project would not expose people working in the project area to excessive noise levels. There would be no impact.

### Mitigation Measures

No mitigation measures are required.

## 4.13.4 Cumulative Impacts

### Construction Noise

Cumulative noise assessment considers development of the project in combination with ambient growth and development projects within the vicinity of the project site. As discussed in Chapter 3, *Environmental Setting*, there are several cumulative project sites in the city. Noise from construction of development projects is typically localized and has the potential to affect noise-sensitive uses within approximately 500 feet from the construction site. Thus, noise from construction activities for two projects within 1,000 feet of each other can contribute to a cumulative noise impact for receptors located midway between the two construction sites. Of the cumulative projects, the 8th Street and Vineyard Avenue industrial project is the only project located within 1,000 feet. If construction of the project were to overlap with the 8th and Vineyard project, construction noise could combine to create a significant cumulative construction noise impact. Mitigation Measure NOI-1 would be required and would reduce project construction noise by more than 10 dBA below the City's significance threshold of 65 dBA  $L_{eq}$ . When a noise source is 10 dBA less than another source, its contribution to the overall noise level is negligible (Harris 1991). Therefore, the cumulative construction noise impact would be less than significant with mitigation.

### Operational Noise

Cumulative development in the project area could increase stationary source noise levels in the project vicinity. The 8th Street and Vineyard industrial cumulative project would have operational stationary source noise levels of 40 dBA  $L_{eq}$  at the nearest residential use to the south in Rancho Cucamonga (Urban Crossroads 2018), and the proposed project would have operational noise levels up 48 dBA  $L_{eq}$  at the same residence to the south. The combined operational noise levels of the proposed project and the 8th and Vineyard project would be 49 dBA  $L_{eq}$ . A difference of 1 dBA is not

noticeable in outdoor environments. Therefore, cumulative operational stationary source noise impacts would be less than significant.

Cumulative development in the project area would increase noise levels along local roadways as a result of additional vehicle trips. Cumulative traffic noise levels are presented in Table 4.13-11. As shown in Table 4.13-11, the cumulative traffic noise increase would exceed the threshold of 1.5 dBA CNEL along Vineyard Avenue, between the I-10 westbound ramps and I-10 eastbound ramps and along 8th Street, between Baker Avenue and Vineyard Avenue, for existing noise environments greater than 65 dBA CNEL. Cumulative traffic noise increases along all other roadway study segments would be below the most stringent threshold of a 1.5 dBA CNEL. The project would contribute less than a 0.1 dBA CNEL increase to cumulative traffic noise; therefore, the project would not result in a cumulatively considerable contribution to traffic noise impacts.

### **Groundborne Vibration**

Although there could be other cumulative projects simultaneously under construction near the proposed project, the potential for construction groundborne vibration impacts is within relatively close distances (e.g., within approximately 25 feet for a vibratory roller). Since no two construction cumulative projects would both be within 25 feet of a given sensitive structure, cumulative groundborne vibration impacts would be less than significant.



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## 4.14 Population and Housing

This section evaluates the potential environmental effects on population and housing associated with implementation of the project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. The analysis includes a review of the potential to induce population growth and the potential for displacement of people or housing.

### 4.14.1 Setting

#### a. Population and Housing

The City of Rancho Cucamonga is within San Bernardino County and the Southern California Association of Governments (SCAG) metropolitan planning area. Rancho Cucamonga has a current population of approximately 173,545 representing approximately eight percent of San Bernardino County and the city's 61,158 housing units constitute approximately eight percent of the County's 747,011 housing unit total. The average number of persons per household in the city as of January 1, 2023, is estimated at 2.88, which is about nine percent lower than the countywide average of 3.15 persons per household (California Department of Finance [DOF] 2023a). Table 4.14-1 shows the city's population and housing units compared to the County.

**Table 4.14-1 2023 Population and Housing Unit Estimates**

|                                       | City of Rancho Cucamonga | San Bernardino County |
|---------------------------------------|--------------------------|-----------------------|
| Population                            | 173,545                  | 2,182,056             |
| Housing Units (Total)                 | 61,158                   | 747,011               |
| Housing Units (Occupied) <sup>1</sup> | 59,274                   | 681,556               |
| Persons/Household Ratio <sup>2</sup>  | 2.88                     | 3.15                  |

<sup>1</sup> Estimated by applying a derived civilian vacancy rate to the estimated civilian housing units. Vacancy rates are based on 2023 DOF data, adjusted to incorporate the directional changes described by the latest available American Community Survey (ACS) data.

<sup>2</sup> This is a ratio of persons (household) to an occupied housing unit.

Source: DOF 2023a, DOC 2023b

According to SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), growth forecasts project an increase of approximately 27,755 persons (14.8 percent) in the city's population over the next 22 years for an estimated population of 201,300 residents (SCAG 2020a). This forecasted growth represents approximately 1,262 new residents per year over the next 22 years, and an annual growth rate of 0.7 percent. SCAG projections indicate an increase of 27,755 persons (14.8 percent) in the city's population over the next 22 years, for an estimated 2045 population of 201,300 residents. SCAG projections indicate an increase in the city's number of households by 5,242 (eight percent) over the next 22 years for an estimated 66,400 households in 2045.

## b. Employment

Table 4.14-2 shows the city employment, housing, and population estimates and forecasts from the SCAG 2020-2045 RTP/SCS Demographics & Growth Forecast. This forecasted growth represents 238 new households and approximately 560 new employees per year (SCAG 2020b). There were 1.5 jobs per household in the city in 2016 with an estimated employment total of 88,300 employees. SCAG projections indicate an increase in the city's employment with an estimate of approximately 105,100 employees by 2045 (19 percent).

**Table 4.14-2 SCAG Population, Housing, and Employment Forecasts**

| City of Ranch Cucamonga  | 2023    | 2045    |
|--------------------------|---------|---------|
| Population               | 173,545 | 201,300 |
| Housing Units            | 61,158  | 66,400  |
| Employment               | 92,220* | 105,100 |
| Employment/Housing Ratio | 1.5     | 1.6     |

Source: SCAG 2020b, DOF 2023

\*Estimated

## 4.14.2 Regulatory Setting

### a. State Regulations

*Housing Element Law: California Government Code Section 65584(a)(1)*

Pursuant to California Government Code Section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (RHNA), segmented by income levels, for each region's planning body known as a "council of governments" (COG). SCAG is the COG that serves six counties in the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG to arrive at the final RHNA. To date, there have been five previous housing element update "cycles." California is now in its sixth "housing-element update cycle." The SCAG RHNA and the City's General Plan Housing Element are discussed further below.

*Relocation Assistance: California Government Code Section 7261(a)*

Section 7261(a) of the California Government Code requires that programs or projects undertaken by a public entity must be planned in a manner that (1) recognizes, at an early stage in the planning of the programs or projects and before the commencement of any actions which will cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of these problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion. The displacing agency must ensure the relocation assistance advisory services are made available to all persons displaced by the public entity. If the agency determines that any person occupying property immediately adjacent to the property where the displacing activity occurs is caused substantial economic injury as a result of the displacement, the agency may also make the advisory services available to that person.

## **b. Regional Regulations**

### *Regional Housing Needs Assessment*

The RHNA is a State-mandated process that determines the amount of additional housing cities and counties must plan for and incorporated into their housing elements. The RHNA allocation process seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its current population, but also for the jurisdiction's projected share of regional housing growth among all income categories. California's Housing Element law requires that a local jurisdiction accommodate a share of the region's projected housing needs for the planning period. Compliance with this requirement is measured by the jurisdiction's ability to zone adequate land to accommodate the RHNA. SCAG, as the regional planning agency, is responsible for allocating the RHNA to individual jurisdictions within the six-county region: Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. For the 2021-2029 Housing Element, the RHNA covers the planning period October 2021 through October 2029.

### *Regional Transportation Plan/Sustainable Communities Strategy*

SCAG's RTP/SCS is a long-range regional transportation and land use network plan that looks ahead 20+ years and provides a vision of the region's future mobility and housing needs with economic, environmental, and public health goals. The RTP identifies major challenges as well as potential opportunities associated with growth, transportation finances, the future of airports in the region, and impending transportation system deficiencies that could result from growth that is anticipated in the region. The SCS outlines growth strategies for land use and transportation and helps reduce the State's greenhouse gas emissions from cars and light duty trucks. SCAG adopted its current RTP/SCS on September 3, 2020 (SCAG 2020a).

## **c. Local Regulations**

### *PlanRC 2040, City of Rancho Cucamonga General Plan Update*

The Land Use and Community Character chapter of the City of Rancho Cucamonga General Plan provides guidance to promote the City's goals for current and future development including establishing appropriate land use densities, growth strategies and buildout forecasts. The Land Use and Community chapter also focuses on enhancing the community of its residents and maintaining its historical significance.

## **4.14.3 Impact Analysis**

### **a. Significance Thresholds**

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. Accordingly, the project would have a significant impact with respect to population and housing if it would:

1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## b. Methodology

The analysis of population and housing impacts evaluated whether the project's contribution to population, housing, and employment growth are consistent with the future growth projections and related policies and existing regulatory framework outlined above in order to assess the potential for impacts on the physical environment. The potential for the proposed project to result in a significant impact due to unplanned population growth is assessed based on the project's direct population, housing, and employment growth, as well as the potential for the project to result in indirect growth through the creation or expansion of infrastructure.

## c. Project Impacts

**Threshold 1:** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Impact POP-1** DEVELOPMENT OF THE PROPOSED PROJECT MAY INDIRECTLY INCREASE THE CITY'S POPULATION. HOWEVER, THIS POPULATION GROWTH WOULD BE CONSISTENT WITH THE CITY'S HOUSING ELEMENT AND SCAG'S POPULATION FORECASTS. THEREFORE, THE PROPOSED PROJECT WOULD NOT INDUCE POPULATION GROWTH BEYOND THAT ALREADY PLANNED. IMPACTS RELATED TO POPULATION AND HOUSING GROWTH WOULD BE LESS THAN SIGNIFICANT.

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The proposed project would involve construction of three new industrial warehouse buildings and the restoration of a historically significant building, which would not result in long-term population growth since the buildings would not include any permanent residences. However, the proposed project could potentially increase the number of new employees in Rancho Cucamonga. According to the SCAG Employment Density Report, warehouses typically have an average of one employee for every 1,195 square feet of floor space, while low-rise offices average one employee for every 1,014 square feet of floor space. Based on these figures, the project's warehousing floor space would accommodate approximately 810 employees, and the office floor space would accommodate approximately 13 employees. Therefore, the project as a whole would create the potential for approximately 823 employees. Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the City, this analysis conservatively assumes that 823 employees would relocate to the city and become new residents.

The project site is currently vacant and surrounded by urbanized development. To the north properties are designated for Neighborhood Center, Suburban Neighborhood - Low, and Industrial Employment uses. Residential neighborhoods are located directly west, northwest, and north of the project. Given the developed nature of this area, the project's development would have a minimal impact on direct substantial population growth. The residential areas have already been zoned and developed for residential use, any population growth there would not be unplanned. As mentioned above in Section 4.14.1, *Setting*, the population is forecasted to increase by approximately 27,755 persons by 2045. The projected 823-person growth in employment is within the city's population projections. Therefore, less than significant impacts to population growth would occur with implementation of the project.

## Mitigation Measures

No mitigation is required.

|                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 2:</b> Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact POP-2** THE PROJECT DOES NOT INCLUDE CONSTRUCTION OR DECONSTRUCTION OF HOUSING. THE PROJECT SITE IS VACANT AND NO PERSONS WOULD BE DISPLACED AS A RESULT OF THE PROPOSED PROJECT. THERE WOULD BE NO IMPACT RELATED TO DISPLACEMENT AND EXISTING HOUSING OR REPLACEMENT HOUSING.

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The project would be constructed on a site that has been previously disturbed and is currently vacant with the exception of the unoccupied historical building. The project site does not contain any residential structures under existing conditions; therefore, no people live at the project site. Accordingly, implementation of the project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.

#### 4.14.4 Cumulative Impacts

For purposes of cumulative population and housing impact analysis, cumulative impacts are considered for cumulative development according to the related projects; see Table 3-1, *Cumulative Projects List*, in Section 3, *Environmental Setting*. As concluded above, project implementation would have a less than significant impact on the city's population and housing resources.

The project includes development of three industrial warehouse buildings. Cumulative projects for the city include a mix of residential and mixed-use. The project together with other developments within the city would serve an existing demand for employment and housing while also meeting the cumulative demand for employment and housing that would result from the city's projected future population. These increases for population, housing, and employment would be within SCAG's total projected growth forecasts for 2045. In addition, implementation of the project would be consistent with the City's vision of the project site because the existing General Plan land use designation for the project site is Neo-Industrial Employment. Implementation of the project would not result in a cumulatively significant population or housing impact and the land use would not significantly induce growth in areas where growth was not previously anticipated.

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## 4.15 Public Services and Recreation

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This section analyzes impacts related to the provision of facilities for public services, including fire protection services, police protection services, schools, public parks and recreational facilities, and libraries, associated with the implementation of the project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

### 4.15.1 Setting

#### **a. Fire Protection**

The Rancho Cucamonga Fire Protection District (Fire District) provides fire protection and prevention, emergency medical, rescue, and hazardous materials response services to the City of Rancho Cucamonga and Sphere of Influence area. The Fire District service area covers 50 square miles and includes seven fire stations, which collectively employ approximately 120 employees, including 98 firefighters. In addition, Fire District Station #178 is being constructed and will be located on Town Center Drive and Terra Vista Parkway, approximately three miles northeast of the project site, and the Public Safety Facility located at 8870 San Bernardino Road (0.95 mile north of the project site) is the new Station 172 that will include fire and police services. Fire, emergency medical, rescue, and hazardous materials incidents are coordinated through an on-duty battalion chief supervising cross-trained fire fighter/paramedics and firefighter/ emergency medical technicians who respond from the seven fire stations throughout the city. Response to these incidents is typically handled by the crew at the station nearest to the incident (Rancho Cucamonga 2021b).

The Fire District also participates in automatic and mutual aid agreements with the San Bernardino County fire agencies. To combat emergency situations that are beyond the control of any one agency, the County of San Bernardino, fire district agencies, and municipal fire departments are signatories to the State of California Master Mutual Aid Plan. To maximize the resources in the county and assist in the coordination of such resources, a mutual aid system divides the county into seven zones. The City of Rancho Cucamonga is in Zone 1 (Valley Area), which consists of all the agencies in the San Bernardino Valley, including Chino Valley Fire Protection District, Colton Fire Department, Montclair Fire Department, Ontario Fire Department, Redlands Fire Department, and Rialto Fire Department. San Bernardino County Fire Department is included in mutual aid agreements but is not an agency in Zone 1 (Rancho Cucamonga 2021b).

#### **b. Police Protection**

The City of Rancho Cucamonga contracts with the San Bernadino County Sheriff's Department (SBSD) for police protection services, which include traffic, investigation, and safety services. The SBSD consists of eight county stations and 14 contract patrol stations, including one contract patrol station located in Rancho Cucamonga serving 38 square miles (SBSD 2023a). The Rancho Cucamonga patrol station is located at 10510 Civic Center Drive, approximately 2.1 miles east of the project site, and employs 182 Sheriff's personnel (SBSD 2023b).



### **c. Schools**

Four elementary/middle school districts, one high school district, and several private schools for grades Kindergarten through 12 collectively serve residents of Rancho Cucamonga. The project site is located within the Cucamonga School District (CSD), which operates three elementary schools and one middle school, and Chaffey Joint High School District (CJHSD), which services the entire city and operates nine high schools. The Ontario-Montclair School District is located adjacent to the site to the south but does not cover the site (Rancho Cucamonga 2021b). The nearest schools include Children's Montessori School located at 8736 Baker Street, approximately 60 feet northwest of the project site; Los Amigos Elementary School located at 8498 East 9th Street, approximately 350 feet northwest of the project site; and San Antonio Christian School located at 1722 East 8th Street, approximately 250 feet south of the project site in the City of Ontario. Other nearby schools include Bear Gulch Elementary School located at 8355 Bear Gulch Road, approximately 0.4-mile northeast of the project site, and Cucamonga Elementary School located at 8677 Archibald Avenue, approximately one mile east of the project site.

### **d. Parks and Recreation**

Rancho Cucamonga has approximately 447.5 acres of parkland and recreational facilities, which are operated by the City's Community Services Department and maintained by the City's Public Works Services Department. The city's parkland and recreational facilities include 25 neighborhood parks, four community parks, and four special use facilities that accommodate specialized needs (e.g., dog parks, sports fields) or reflect community values (e.g., nature center, heritage museum). The geographic location of the city also allows for residents to access regional and local natural areas, including mountains, hillsides, canyons, preserves, and trails. Regional natural areas include the Angeles National Forest and San Bernardino National Forest. Local natural areas include 295 acres of land for recreational use within the City's Multi-Use Regional and Community Trails, which provide a network of interconnected off-road, urban, and wilderness trails that allow horseback riding, hiking, jogging, running, and walking into open space areas (Rancho Cucamonga 2021b). The nearest parks are Los Amigos Park, located approximately 0.2-mile north of the project site, and Bear Gulch Park, located approximately 0.3-mile northeast of the project site.

### **e. Library Facilities**

There are currently two community libraries in Rancho Cucamonga: the Archibald Library and the Paul A. Biane Library. The Archibald Library is located at 7368 Archibald Avenue approximately two miles northeast of the project site and includes a Technology Center and story theater. The Paul A. Biane Library is located at 12505 Cultural Center Drive approximately 4.75 miles west of the project site and includes a Technology Center, story theater, and a public reading room (Rancho Cucamonga 2021b).

## **4.15.2 Regulatory Setting**

### **a. Federal Regulations**

#### **Occupational Safety and Health Administration**

The Occupational Safety and Health Administration (OSHA) enforces the provisions of the federal Occupational Safety and Health Act, which collectively require safety and health regulations for construction under the Code of Federal Regulations, Title 29, Part 1926. Fire prevention plans are

required under Subpart C, General Safety and Health Provisions, of Part 1926.24, which describe the fuel sources (hazardous or other materials) on-site that could initiate or contribute to the spread of a fire. A fire prevention plan must be in writing, kept in the workplace, and made available to employees for review. Additional fire-related requirements of the federal Occupational Safety and Health Act are specifically contained in Subpart F, Fire Protection and Prevention, of Part 1926. Examples of general requirements related to fire protection and prevention include maintaining fire suppression equipment specific to construction on-site; providing a temporary or permanent water supply of sufficient volume, duration, and pressure; properly operating the on-site fire-fighting equipment; and keeping storage sites free from accumulation of unnecessary combustible materials.

## **b. State Regulations**

### **California Governor's Office of Emergency Services**

In 2009, the State of California passed legislation creating the California Governor's Office of Emergency Services (Cal OES) and authorized it to prepare a Standard Emergency Management System (SEMS) program under California Code of Regulations [CCR], Title 19, Section 2401 et seq., which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which a local government requests assistance. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the State's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes, and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the State. It also serves as the lead agency for mobilizing the State's resources and obtaining federal resources. Cal OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the statewide mutual aid system. California Emergency Management Agency maintains oversight of the State's mutual aid system.

### **California Building and Fire Code**

California provides minimum standards for building design through the California Building Code (CBC) under CCR, Title 24, Part 2. The CBC is based on the International Building Code but has been amended for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local building officials for compliance with the CBC. Typical fire safety requirements of the CBC include, but are not limited to, the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

The California Fire Code (CFC) under CCR, Title 24, Part 9 is based on the International Fire Code and includes amendments for California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the CCR. Topics addressed in the CFC include, but are not limited to, fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use,

provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises.

### **California Education Code and Assembly Bill 2926**

CCR, Title 5 (Education Code) governs all aspects of education within the State. California State Assembly Bill 2926 (AB 2926) – School Facilities Act of 1986 – was enacted by the State of California in 1986 and was added to the California Government Code (Section 65995). It authorizes school districts to collect development fees, based on demonstrated need, and generate revenue for school districts for capital acquisitions and improvements. It also established that the maximum fees which may be collected under this and any other school fee authorization are \$1.50 per square foot (sf) for residential development and \$0.25 per sf for commercial and industrial development. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Section 66000 et seq. of the California Government Code. Under this statute, payment of statutory fees by developers serves as total mitigation under CEQA to satisfy the impact of development on school facilities. Subsequent legislative actions have alternatively expanded and contracted the limits placed on school fees by AB 2926.

### **Senate Bill 50**

The Leroy F. Greene School Facilities Act of 1998 (known as the Greene Act), enacted in 1998, is a program for funding school facilities largely based on matching funds. For new school construction, grants provide funding on a 50/50 State and local match basis. For school modernization, grants provide funding on a 60/40 State and local match basis. Districts that are unable to provide some, or all, of the local match requirement and can meet the financial hardship provisions may be eligible for additional State funding.

The Greene Act permits the local district to levy a fee, charge, dedication, or other requirement against any development project within its boundaries, for the purpose of funding the construction or reconstruction of school facilities. The Greene Act also sets a maximum level of fees a developer may be required to pay. Pursuant to Government Code Section 65996, the payment of these fees by a developer serves to mitigate all potential impacts on school facilities that may result from implementation of a project to a less-than-significant level.

### **State Public Park Preservation Act**

The State Public Park Preservation Act (California Public Resource Code Sections 5400-5409) is the primary instrument for protecting and preserving parkland in California. Under the State Public Park Preservation Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

### **Quimby Act**

California Government Code Section 66477, also known as the Quimby Act, was enacted by the California legislature in 1965. The Quimby Act authorizes cities and counties to enact ordinances requiring the dedication of land, or the payment of fees for park and/or recreational facilities in lieu thereof, or both, by developers of residential subdivisions as a condition to the approval of a tentative tract map or parcel subdivision map.

## c. Local Regulations

### Rancho Cucamonga General Plan

In reference to the Rancho Cucamonga General Plan, the Land Use and Community Character chapter provides planning goals and policies related to land use and development patterns. The Open Space chapter guides the preservation and efficient use of Rancho Cucamonga's open space. The Public Facilities and Services chapter provides a guide to long-term planning of public facilities and services. The Safety chapter provides goals and policies for reducing risks related to natural and man-made hazards (Rancho Cucamonga 2021a). Goals and policies that relate to public services and recreation and would apply to the project include the following:

#### *Land Use and Community Character*

**Goal LC-1 A City of Places.** A beautiful city with a diversity and balance of unique and well-connected places.

**Policy LC-1.12 Adaptive Reuse.** Support the adaptive reuse of historic properties consistent with neighborhood character.

**Policy LC-1.1 Complete Places.** Ensure that a broad range of recreational, commercial, educational, arts, cultural, and civic amenities are nearby and easily accessible to residents and workers in each neighborhood and each employment district.

**Policy LC-1.7 Design for Safety.** Require the use of Crime Prevention Through Environmental Design (CPTED) techniques such as providing clear lines of sight, appropriate lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate.

#### *Open Space*

**Goal OS-1 Open Space.** A complete, connected network of diverse parks, trails, and rural and natural open space that support a wide variety of recreational, educational and outdoor activities.

**Policy OS-1.1 Equitable Access to Parks.** Strive to ensure that at least one park or other public open space is within safe, comfortable walk from homes and jobs, without crossing major streets except at signalized crossings. Equitable access to parks should be determined based on the fundamental character of the place (rural, suburban, urban) and corresponding transportation infrastructure.

#### *Public Facilities and Services*

**Goal PF-1 State-of-the-Art Facilities.** Residents enjoy state-of-the-art public and community facilities that support existing programs, accommodate future needs, and are accessible to all members of the community.

**Policy PF-1.1 New Building Standards.** Continue to implement high-quality standards for new public facilities and improvements to existing buildings.

**Policy PF-1.3 Facility Collaboration.** Maximize public facility use by sharing with nonprofit organizations, school districts, and community organizations. Look for opportunities to create joint-use community space at facilities owned by private organizations such as faith-based groups and service clubs.

**Goal PF-2 Education.** All residents have access to high quality educational opportunities.

**Policy PF-2.1 Schools.** Consider the needs of the school districts that serve Rancho Cucamonga in future planning and development activities.

### *Safety*

**Goal S-1 Leadership.** A city that is recognized for its leadership role in resilience and preparedness.

**Policy S-1.1 City Staff Readiness.** Ensure City staff and departments demonstrate a readiness to respond to emergency incidents and events.

## **Rancho Cucamonga Municipal Code**

Title 3, *Revenue and Finance*, of the Rancho Cucamonga Municipal Code (RCMC) establishes taxes and fees which every person or development must comply with if applicable relating to utility, community and recreation center impacts, library impacts, animal center impacts, police impacts, and park in-lieu/park impacts.

Building regulations for development in the city are specified in Title 15, *Buildings and Construction Code*, of the RCMC, which adopts the CBC. These regulations are enforced by the City's Building and Safety Division and require site-specific investigation and establish construction standards and inspection procedures to ensure that development does not pose a threat to public safety.

### 4.15.3 Impact Analysis

#### **a. Significance Thresholds**

According to Appendix G of the *CEQA Guidelines*, impacts related to public services and recreation from implementation of the proposed project would be significant if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other objectives for any of the following public services:
  - a. Fire protection;
  - b. Police protection;
  - c. Schools;
  - d. Parks; or
  - e. Other public facilities.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
3. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

#### **b. Methodology**

In determining whether project implementation would result in impacts related to public services and recreation, this analysis considers the baseline public services and recreation conditions,

existing regulatory framework, and readily available data from additional sources, such as the Rancho Cucamonga General Plan, Fire District website, and SBSD website. In reference to the *CEQA Guidelines* Appendix G significance thresholds, the determination whether the project would or would not result in "substantial" adverse effects concerning public services and recreation considers the applicable regulations established by local and regional agencies and the project's compliance with such regulations.

### c. Project Design Features

The following Project Design Features related to public services are included as part of the proposed project design:

- Rancho Cucamonga requires that all new nonresidential buildings over 5,000 square feet provide built-in fire sprinklers.
- Developer will rehabilitate a historic house to a commercial shell condition for the purpose of reusing the structure as a community facility while preserving the exterior and interior integrity for historic purposes.

### d. Project Impacts

**Threshold 1a:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

**Impact PS-1a THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL AND/OR EXPANDED FIRE PROTECTION SERVICES AND FACILITIES. THE PROJECT WOULD COMPLY WITH ALL APPLICABLE BUILDING AND FIRE CODE REGULATIONS AND WOULD INCLUDE THE PAYMENT OF APPLICABLE DEVELOPER FEES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The project would be located within the existing service area of the Fire District, approximately 1.3 miles southeast of the nearest fire station – Fire District Station #172. The project site has been previously developed but is currently vacant, except for an abandoned home on the west side of the site at 8803 Baker Avenue. Prior to construction commencement, project plans would be subject to review by local building officials, including the Fire District and the City's Building and Safety Division, for compliance with the CBC and CFC.

Additionally, as discussed under Section 4.19, *Wildfire*, the project site is not located within a very high fire hazard severity zone and therefore would not be subject to severe wildfire hazard and would not create an incremental increased demand for fire protection services or provision of new fire protection facilities during construction or operation of the project (California Department of Forestry and Fire Protection [CAL FIRE] 2023). Compared to current site conditions, development of the project and introduction of new structures would result in an incremental increase in demand for fire protection services. However, the three proposed warehouse structures and rehabilitation of the on-site historic structure at 8803 Baker Avenue would comply with the applicable CBC and CFC requirements and include all required emergency exits, fire suppression devices (e.g., automatic sprinkler systems, fire alarm systems), fire hydrants, and use of fire-resistant building materials that suspend the spread of fire. The project applicant would also be required to pay all applicable developer impact fees upon approval of DRC2022-00266, which would assist in funding fire

protection services and facilities. Thus, the project is not anticipated to result in a substantial increase of demand for fire protection services. Because implementation of the project would comply with applicable CBC and CFC requirements and include the payment of appropriate developer impact fees, the project would not result in the provision or need of new or expanded fire protection services and facilities to maintain acceptable performance standards. Impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 1b:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

**Impact PS-1b** THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL AND/OR EXPANDED POLICE PROTECTION SERVICES AND FACILITIES. THE PROJECT WOULD COMPLY WITH ALL APPLICABLE LOCAL POLICIES AND WOULD INCLUDE THE PAYMENT OF APPLICABLE DEVELOPER FEES PER CITY ORDINANCE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The project site is within the existing service area of the SBSB, which currently has one patrol station located in Rancho Cucamonga approximately 2.1 miles east of the project site. Impacts on police protection services are based on the SBSB's ability to adequately serve the existing and future population, including the project's additional demand for police protection services. The project site has been previously developed but is currently vacant, except for an abandoned home on the west side of the site at 8803 Baker Avenue. Therefore, compared to current site conditions, the introduction of new warehouse structures would result in an incremental increase in demand for police protection services. However, the project does not propose any residential development and would not directly result in additional residents that would depend more heavily on police protection services when compared to an industrial development.

Furthermore, prior to construction commencement, the project plans would be subject to review by applicable local officials, including the City's Building and Safety Division, to ensure adequate signing, lighting, and other crime safety preventative measures. The project would also comply with Rancho Cucamonga General Plan Policy LC-1.7, which further promotes the integration of CPTED principles, such as providing clear lines of sight, lighting, and wayfinding signs to ensure that new development is visible from public areas and easy to navigate. The construction and operation of the project would include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit lines of sight, clear lines of sight into facility parking areas, and clearly identifiable points of entry. The project applicant would also be required to pay all applicable developer impact fees as identified in Title 3, *Revenue and Finance*, of the RCMC.

Therefore, as the project would comply with applicable local regulations and integrate CPTED principles, the project would not result in the provision or need of new or expanded police protection services and facilities to maintain acceptable performance standards. Impacts would be less than significant.

## Mitigation Measures

No mitigation measures are required.

**Threshold 1c:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

**Impact PS-1c**      **AS A NON-RESIDENTIAL DEVELOPMENT, THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL AND/OR EXPANDED SCHOOL FACILITIES. THE PROJECT APPLICANT WOULD ALSO PAY APPLICABLE DEVELOPER FEES PER AB 2926 AND SB 50. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The project site is located within the CSD and CJHSD. Construction activities would be temporary in nature and would not significantly impact existing school facilities, student enrollment, or school capacity such that there would be a need for the provision of new or expanded school facilities. Furthermore, as the project proposes three warehouses and no residential development, it would not generate student-age children, increase enrollment, or otherwise affect capacity at the serving school districts. No schools would be physically altered or impacted by implementation of the project. Additionally, the project applicant would be required to pay applicable developer fees at the time of issuance of building permits per AB 2926 and SB 50, which would contribute to local school funding. The project would not result in the provision or need of new or expanded school facilities to maintain acceptable performance standards. Impacts would be less than significant.

## Mitigation Measures

No mitigation measures are required.

**Threshold 1d:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

**Threshold 2:** Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

**Threshold 3:** Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**Impact PS-1d**      **AS A NON-RESIDENTIAL DEVELOPMENT, THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL AND/OR EXPANDED PARKS AND RECREATION FACILITIES OR INCREASE THEIR USE SUCH THAT IT RESULTS IN SUBSTANTIAL AND ACCELERATED PHYSICAL DETERIORATION. THE PROJECT APPLICANT WOULD ALSO PAY REQUIRED DEVELOPER FEES PER CITY ORDINANCE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The City currently operates and maintains 25 neighborhood parks, four community parks, four special use facilities, and various regional and community trails. Construction activities would be temporary in nature and would not significantly affect existing parks and recreation facilities such that there would be a need for the provision of new facilities. Furthermore, the project does not



propose any residential development and is not anticipated to increase the existing population using the city's parks and recreation facilities. The project also includes the rehabilitation of the historic structure at 8803 Baker Avenue, which would be donated to the City as a community facility benefiting the surrounding residential neighborhood and increasing the opportunity for local programs and community space. Additionally, the project applicant would be required to pay applicable developer fees identified in Title 3, *Revenue and Finance*, of the RCMC. Therefore, the project would not require the provision of new or expanded parks and recreation facilities or increase their use such that substantial and accelerated physical deterioration would occur. Impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 1e:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

**Impact PS-1e** THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL AND/OR EXPANDED PUBLIC FACILITIES, SUCH AS LIBRARIES. THE PROJECT APPLICANT WOULD ALSO PAY REQUIRED DEVELOPER FEES PER CITY ORDINANCE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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Construction activities would be temporary in nature and would not significantly affect existing public facilities or libraries such that there would be a need for the provision of new facilities. Furthermore, the project does not propose any residential development and is not anticipated to increase the existing population. The project also includes the rehabilitation and donation of the historic structure at 8803 Baker Avenue as a community facility that would increase the opportunity for local programs. Additionally, the project applicant would be required to pay applicable developer fees identified in Title 3, *Revenue and Finance*, of the RCMC. Therefore, the project would not require the provision of new or expanded public facilities, including libraries, to maintain acceptable performance standards. Impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

## 4.15.4 Cumulative Impacts

Planned and pending projects in Rancho Cucamonga and surrounding areas are listed in Table 3-1 in Section 3, *Environmental Setting*. The cumulative development includes 10 residential, industrial, and mixed-use land use projects within the one-mile radius of the project site.

As discussed in this section, the project would not result in the provision or need of new or expanded public services and facilities to maintain acceptable performance standards, the construction of which could result in significant impacts. Project plans would be reviewed by local officials, such as the Fire District and the City's Building and Safety Division, for compliance with the CBC, CFC, and local regulations. The project applicant would also be required to pay the applicable developer impact fees, which would be allocated for fire protection, police protection, schools, parks and recreation, and other public facilities.

New development in the one-mile radius of the project site, including the projects listed in Table 3-1 in Section 3, *Environmental Setting*, may also contribute to an increase in service population and use of public services, and cumulatively, there may be a need for new or improved facilities to maintain acceptable service ratios, response times, or other applicable goals. However, similar to the project, other cumulative projects would be subject to review by local officials for compliance with applicable regulations. For example, project plans would be reviewed by City officials and the Fire District to confirm that project design includes the minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Project applicants for these projects would also be subject to payment of applicable developer impact fees which would reduce the project's impact on public services. Therefore, cumulative impacts to public services and recreation would be less than significant.

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## 4.16 Transportation

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This section analyzes the project's potential impacts to transportation. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the "Baker House." The analysis is based on the CEQA Transportation Study prepared for the project by Fehr & Peers for the vehicle miles traveled analysis, which is included as Appendix K-1, and a Non-CEQA Transportation Study by Fehr & Peers for level of service analysis, which is included as Appendix K-2.

The transportation analyses have been prepared in accordance with the City of Rancho Cucamonga's *Traffic Impact Analysis (TIA) Guidelines*, and through consultation with City staff during the scoping process.

### 4.16.1 Setting

#### a. Regional and Local Roadway System

Regional access to the project site is available via Interstate 10 (I-10) and I-15, which is approximately 1.5 miles south and four miles east of the project site, respectively. Other facilities that provide regional access to the site include State Route (SR) 210 and SR-60, which are located approximately 2.7 miles north and 4.2 miles south of the project site, respectively. Local access to the project site is provided by Baker Avenue, 9th Street, Vineyard Avenue, 8th Street, and Arrow Route. Baker Avenue bounds the project site to the west and is a two-lane facility that provides north-south access to the project site. The project site is bounded by 9th Street to the north which is a two-lane facility that provides east-west road access to the project site. Vineyard Avenue bounds the project site to the east and is a four-lane facility that provides north-south access to the project site. 8th Street is adjacent to the project site to the south and is a two-lane facility that provides east-west road access to the project site. Arrow Route is a four-lane facility that provides east-west access 0.3-acre north of the project site.

#### b. Truck Routes

The City of Rancho Cucamonga truck routes are shown on Figure M-9, *Truck Routes*, in the Mobility & Access chapter of the City's General plan (Rancho Cucamonga, 2021a). Vineyard Avenue and a portion of 8th Street that fronts the project site, are designated as truck routes within the City of Rancho Cucamonga.

#### c. Transit Service

Transit service in the project area is provided by Metrolink and Omnitrans, a public transit agency serving various jurisdictions within San Bernardino County. The Rancho Cucamonga Metrolink Station is located approximately three miles east of the project site along 8th Street, west of Milliken Avenue. As shown on Figure M-1, *Transit Plan*, of the General Plan, existing Omnitrans routes travel along Vineyard Avenue and include a proposed bus route along 8th Street. The existing Omnitrans Route 87 would likely serve the project as it provides service along Vineyard Avenue

within 500 feet of the project site. Route 85 on Arrow Route within 1,500 feet of the project site would also serve the project. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.

#### **d. Bicycle Facilities**

According to the Mobility & Access chapter of the Rancho Cucamonga General Plan, the city's existing bicycle network is comprised of 34.5 miles of bath paths/trails (Class I); 31.75 miles of bike lanes (Class II); and 34.25 miles of bike routes (Class III). Although the majority of existing bicycle facilities within the vicinity of the project site are Class III facilities, there is an existing Class II facility along Arrow Route, which extends from the city's western border to its eastern border. Per the Mobility & Access chapter, Class III facilities are located on the following roadways:

- Baker Avenue from city's southern border to Foothill Boulevard
- Vineyard Avenue from city's southern border to 19th Street
- 9th Street from city's western border to Archibald Avenue

The Mobility & Access chapter proposes a Class I multi-use path along the San Bernardino County Flood Control Channel. The path will extend from the city's southern border near Hellman Avenue to an existing Class I multi-use path that currently runs along the San Bernardino County Flood Control Channel north of the project site.

Figure M-4, *Bicycle and Pedestrian Priority*, of the Rancho Cucamonga General Plan shows that a trail corridor is located along the San Bernardino Flood Channel, which borders the project site to the northeast.

#### **e. Pedestrian Facilities**

The Mobility & Access chapter states Rancho Cucamonga has 76 percent of sidewalk coverage on its streets. Baker Avenue, 9th Street, Vineyard Avenue, and 8th Street are adjacent to the project and provide direct access for pedestrians to the project from adjacent bus stops and land uses. Generally, these roadways provide well connected and maintained sidewalks on both sides of the street along the corridor. In the area adjacent to the project, 9th Street and Vineyard Street provide sidewalk intermittently along the sides of the streets that border the project site.

At existing signalized intersections, adjacent to the project, crosswalks and pedestrian push-button actuated signals are provided. At existing unsignalized intersections, adjacent to the project, striped crosswalks are generally not provided, except at various intersections along Baker Avenue.

As previously stated, the Mobility & Access chapter proposes a Class I multi-use path along the San Bernardino County Flood Control Channel. The path will be accessible by pedestrians and help further connect the project to Rancho Cucamonga's vast pedestrian network.

Based on aerial imagery, the residential and commercial areas surrounding the project site to the west, north, and east are crossed by staggered paved pathways for pedestrian use. There are no paved sidewalks along the majority of the project site on Baker Avenue, 9th Street, and Vineyard Avenue. To the south of the project site is a BNSF railroad and chain link fence that restricts any legal pedestrian access to the project site.

#### **f. Study Area (for informational purposes only)**

The study area and analyzed intersections were determined based on preliminary trip generation, trip distribution, and trip assignment estimates developed for the project; knowledge of the study area; and input from consultation with staff at the cities of Rancho Cucamonga, and Ontario (Refer to approved Scoping Letter Agreement in Appendix A of the project's traffic study). The study area excluded freeway segments and freeway ramps evaluations since Caltrans no longer uses level of services for project operational deficiency determination. The study area is consistent with the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP) and includes all freeway links located within a five-mile radius with 100 peak-hour project trips, and arterial roadways with 50 or more peak-hour project trips.

The study area and analyzed intersections are as follows:

1. Vineyard Avenue and Foothill Boulevard;
2. Baker Avenue and Arrow Route;
3. Vineyard Avenue and Arrow Route;
4. Baker Avenue and 9th Street;
5. Vineyard Avenue and 9th Street;
6. Baker Avenue and 8th Street;
7. Vineyard Avenue and 8th Street;
8. Vineyard Avenue and 6th Street;
9. Vineyard Avenue and 4th Street;
10. Vineyard Avenue and Jay Street;
11. Vineyard Avenue and Inland Empire Boulevard;
12. Vineyard Avenue and I-10 WB Ramps;
13. Vineyard Avenue and I-10 EB Ramps;

The intersections listed below currently do not exist and are driveways proposed by the Project. These intersections are included as study locations in the Level of Service (LOS) Assessment.

1. Vineyard Avenue and Northern Project Driveway;
2. Vineyard Avenue and Southern Project Driveway;
3. Baker Avenue and Southern Project Driveway;
4. Baker Avenue and Northern Project Driveway;
5. Project Driveway and 9th Street;

#### **Cities of Rancho Cucamonga and Ontario: Intersections**

Thirteen existing intersections and operations jurisdictions were identified in the transportation analysis. For the "with Project" conditions, five of the six proposed site driveways were added to the network for analysis. For analysis purposes only, the middle and north Project driveways along Baker Avenue were combined as one driveway, since the middle driveway only serves a small parking area. This is a conservative approach and represents worst-case scenario where all vehicles accessing the west parking area would use a single point of entrance. Study area intersections listed below in Table 4.16-1 also show where count data was collected, as well as the proposed driveways that were analyzed.

**Table 4.16-1 Study Area Intersections**

| Intersection                                                                        | Traffic Control (a) | Jurisdiction     |
|-------------------------------------------------------------------------------------|---------------------|------------------|
| 1. Vineyard Avenue and Foothill Boulevard                                           | Signal              | Rancho Cucamonga |
| 2. Baker Avenue and Arrow Route                                                     | Signal              | Rancho Cucamonga |
| 3. Vineyard Avenue and Arrow Route                                                  | Signal              | Rancho Cucamonga |
| 4. Baker Avenue and 9th Street                                                      | AWSC                | Rancho Cucamonga |
| 5. Vineyard Avenue and 9th Street                                                   | Signal              | Rancho Cucamonga |
| 6. Baker Avenue and 8th Street                                                      | AWSC                | Rancho Cucamonga |
| 7. Vineyard Avenue and 8th Street                                                   | Signal              | Rancho Cucamonga |
| 8. Vineyard Avenue and 6th Street                                                   | Signal              | Ontario          |
| 9. Vineyard Avenue and 4th Street                                                   | Signal              | Ontario          |
| 10. Vineyard Avenue and Jay Street                                                  | Signal              | Ontario          |
| 11. Vineyard Avenue and Inland Empire Boulevard                                     | Signal              | Ontario          |
| 12. Vineyard Avenue and I-10 WB Ramps                                               | Signal              | Ontario          |
| 13. Vineyard Avenue and I-10 EB Ramps                                               | Signal              | Ontario          |
| 14. Vineyard Avenue and North Project Driveway                                      | Proposed OWSC       | Rancho Cucamonga |
| 15. Vineyard Avenue and South Project Driveway                                      | Proposed OWSC       | Rancho Cucamonga |
| 16. Baker Avenue and South Project Driveway                                         | Proposed OWSC       | Rancho Cucamonga |
| 17. Baker Avenue and North Project Driveway                                         | Proposed OWSC       | Rancho Cucamonga |
| 18. Project Driveway and 9th Street                                                 | Proposed OWSC       | Rancho Cucamonga |
| (a) Signal = Traffic Signal;<br>AWSC = All-Way Stop Control;<br>OWSC = One-Way Stop |                     |                  |

### *Existing Conditions Traffic Volumes*

To determine the existing operation of the study intersections, peak hour intersection operations at the signalized and unsignalized intersections mentioned above were collected at A.M peak hour and P.M peak hour and were evaluated using methods prescribed in the Highway Capacity Manual (HCM) 6th Edition which is consistent with San Bernardino County 2016 CMP.

The HCM 6th Edition Method estimates a quantitative delay at intersections. After the quantitative delay estimates are complete, the method assigns a qualitative letter grade that represents the operations of the intersection. These grades range from level of service (LOS) A (minimal delay) to LOS F (excessive congestion). LOS E represents at-capacity operations. Descriptions of the LOS letter grades for signalized and unsignalized intersections are provided in Table 4.16-2.

**Table 4.16-2 Intersection Level of Service (LOS) Grades**

| Level of Service | Description                                                                                                                                                                             | Signalized Delay (seconds) | Unsignalized Delay (seconds) |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------|
| A                | Operations with very low delay occurring with favorable progression and/or short cycle length.                                                                                          | ≤ 10.0                     | ≤ 10.0                       |
| B                | Operations with low delay occurring with good progression and/or short cycle lengths.                                                                                                   | > 10.0 to 20.0             | >10.0 to 15.0                |
| C                | Operations where a significant number of vehicles are stopping with some backup and light congestion.                                                                                   | > 20.0 to 35.0             | >15.0 to 25.0                |
| D                | Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable. | > 35.0 to 55.0             | >25.0 to 35.0                |
| E                | Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.                             | > 55.0 to 80.0             | >35.0 to 50.0                |
| F                | Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.                                                      | > 80.0                     | >50.0                        |

V/C: volume-to-capacity

Source: Highway Capacity Manual 7th Edition (Transportation Research Board, 2022).

The City uses LOS D as the minimum level of service standard for intersection operations. However, in accordance with SB 743 which became effective July 1, 2020, LOS is no longer considered a potentially significant environmental impact under CEQA. Instead, a project must analyze vehicles miles traveled (VMT) in order to assess a project's transportation impacts and find ways to mitigate additional VMT in compliance with CEQA. Nevertheless, the Transportation Study analyzes LOS operations from current conditions to Year 2040 with and without project implementation to show the project's consistency with the City's General Plan, including Policy MA-2.8 (discussed below), which includes maintenance of certain LOS standards as discussed in the Policy. Refer to the Transportation Study (Appendix K-2) for further discussion regarding the project's impact on LOS at the intersections listed above.

## 4.16.2 Regulatory Setting

### a. State Regulations

#### California Senate Bill 743

Senate Bill 743 (SB 743) was signed into law on September 27, 2013, and directed the Office of Planning and Research (OPR) to develop revisions to the *CEQA Guidelines* to establish new criteria for determining the significance of transportation impacts. SB 743 was enacted, in part, as further implementation of California's Climate Action Plan to meet California Global Warming Solutions Act (Assembly Bill 32) greenhouse gas (GHG) emission reduction targets. SB 743 seeks to reduce criteria air pollutants and GHG emissions in the transportation sector by reducing VMT. SB 743 changed the approach to transportation impact analysis by establishing measures such as VMT, VMT per capita, or automobile trip generation rates as the primary measures of transportation impacts and eliminates the traditionally used measures of auto delay, LOS, and other measures of traffic congestion as a basis for determining significant impacts.



In December 2018, OPR adopted and promulgated its changes to the CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.) in response to SB 743. Section 15064.3 of the CEQA Guidelines contains the operative language for implementing the goals of SB 743 when determining the significance of a project's transportation impacts. There are four key aspects of CEQA Guidelines Section 15064.3 that apply in the case of the proposed project:

1. "[A] project's effect on automobile delay shall not constitute a significant environmental impact" (Section 15064.3[a]).
2. For a land use project like the proposed project, "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant 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" (Section 15064.3[b][1]).
3. "A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure" (Section 15064.3[b][4]).
4. The terms and conditions of Section 15064.3 apply prospectively and a lead agency "may elect to be governed by the provisions of [15064.3] immediately. Beginning on July 1, 2020, the provisions of [15064.3] shall apply statewide" (Section 15064.3[c]).

## **b. Regional Regulations**

### **SCAG Regional Transportation Plan/Sustainable Communities Strategy**

As the metropolitan planning organization for the region's six counties and 191 cities, the Regional Council of Southern California Association of Governments (SCAG) is mandated by law to develop a long-term regional transportation and sustainability plan every four years. On September 3, 2020, SCAG's Regional Council approved and fully adopted Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy [2020-2045 RTP/SCS]). 2020-2045 RTP/SCS is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. 2020-2045 RTP/SCS identifies 10 goals that fall into four categories: economy, mobility, environment and healthy/complete communities. 2020-2045 RTP/SCS is discussed further in Section 4.11, *Land Use and Planning*, of this Draft EIR.

### **San Bernardino County Congestion Management Program**

Within the SCAG region, there are five Congestion Management Agencies (CMAs) that have the responsibility of preparing the CMP for their respective county. In its role as San Bernardino County's CMA, the San Bernardino County Transportation Authority (SBCTA) prepares, monitors, and periodically updates the San Bernardino County Congestion Management Program (CMP) to meet federal Congestion Management Process requirements and the County's Measure I program (discussed below). The San Bernardino County Congestion Management Program 2016 Update (2016 CMP) is the current version of the SANBAG CMP.

The 2016 CMP identifies goals of the program, defines legal requirements, provides other background information, and describes each individual element, component, and requirement of the program. The 2016 CMP also 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 CMP outlines the level of

service analysis procedures and guidelines for preparing traffic impact analysis reports for development projects. Although no longer required for determining project impacts pursuant to CEQA, the Traffic Study for the project uses parameters provided in the CMP for San Bernardino County.

## Measure “I” Funds

In 2004, the voters of San Bernardino County approved the 30-year extension of Measure “I”, a one-half of one percent sales tax on retail transactions, through the year 2040, for transportation projects including, but not limited to, infrastructure improvements, commuter rail, public transit, and other identified improvements. The Measure “I” extension requires that a regional traffic impact fee be created to ensure development is paying its fair share. A regional Nexus study was prepared by San Bernardino County Transportation Authority (SBCTA) and concluded that each jurisdiction should include a regional fee component in their local programs in order to meet the Measure “I” requirement. The regional component assigns specific facilities and cost sharing formulas to each jurisdiction and was most recently updated in May 2018. Revenues collected through these programs are used in tandem with Measure “I” funds to deliver projects identified in the Nexus Study. While Measure “I” is a self-executing sales tax administered by SBCTA, it bears discussion here because the funds raised through Measure “I” have funded in the past and will continue to fund new transportation facilities in San Bernardino County, including within the City of Rancho Cucamonga.

## c. Local Regulations

### Rancho Cucamonga General Plan

The Mobility & Access Chapter of the Rancho Cucamonga General Plan includes goals and policies that would be applied to the project related to traffic. This chapter represents Rancho Cucamonga’s overall circulation/transportation plan to accommodate the movement of people and products throughout the city. The Land Use and Community Character Chapter provides guidance to promote the City’s goals for current and future development. The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

**Goal MA-2 Access for All.** A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.

**Policy MA-2.8.** Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

**Policy MA-2.12.** Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.

**Policy MA-2.14. Bicycle Facilities.** Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.

**Goal MA-3 Safety.** A transportation network that adapts to changing mobility needs while preserving sustainable community values.

**Policy MA-3.4. Emergency Access.** Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

**Goal MA-4 Goods Movement.** An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

**Policy MA-4.1. Truck Network.** Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

**Goal LC-2 Human Scaled.** A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

**Policy LC-2.3. Streetscape.** Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

**Goal LC-5 Robust Districts.** A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.

**Policy LC-7.6. Loading Docks.** Require that parking lots, loading docks, outdoor storage and processing, be located behind or beside buildings, not in front, and be screened from public views.

**Goal S-1: Leadership.** A city that is recognized for its leadership role in resilience and preparedness.

**Policy S-1.5. Enhanced Circulation.** In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.

## **Rancho Cucamonga Municipal Code**

### *Citywide System Fees for Transportation Development*

Chapter 3.28 of the RCMC contains the ordinance that implements Rancho Cucamonga's General Plan Circulation Element and sets the development impact fee (DIF) program for new development and redevelopment. This regulation establishes the fair-share costs for new development and redevelopment to finance the construction of public improvements. The City Council is required, in a City Council resolution, to set forth the specific amount of the fee; describe the benefit and impact area on which the development fee is imposed; list the Nexus Improvement Program and its components specifying the public improvements to be financed; describe the estimated cost of the facilities; describe the reasonable relationship between this fee and the various types of new developments; and set forth time of payment. On an annual basis, the City Council reviews this fee

to determine whether the fee amounts are reasonably related to the impacts of developments and whether the described public facilities are still needed.

The revenues raised by payment of the city-wide development transportation fees for the Nexus Improvement Program shall be placed in separate and special accounts according to each Nexus Improvement Program component, realizing that the railroad crossings and traffic signal components are part of and are to be placed in the city backbone component account, and such revenues, along with any interest earnings on that account, shall be used solely to:

- Pay for the city's future construction of facilities described in the City Council resolution or to reimburse the city for those described or listed facilities it constructs with funds advanced by the city from other sources or
- Reimburse developers who have been required or permitted to install listed facilities on the Nexus Improvement Program.

### *Truck Routes and Restrictions*

Chapter 10.56, *Truck Routes and Restrictions*, of the RCMC identifies unrestricted truck routes, restricted truck routes, and terminal access routes in the City of Rancho Cucamonga. Relevant to the project, and as described in RCMC Section 10.56.10, the following roadways in the vicinity of the project site are unrestricted truck routes: 8th Street from the west city limits to Vineyard Avenue and Vineyard Avenue from 8th Street to Foothill Boulevard. It should be noted that nothing in this section prohibits the ingress and egress from a designated unrestricted truck route by vehicles and vehicle combinations onto a city street when necessary for the purpose of making pickups or deliveries of goods; wares and merchandise from or to any building or structure located on a city street; or for the purpose of delivering materials to be used in the repair, alteration, remodeling or construction of any building or structure upon a city street for which a building permit has previously been obtained.

### *Transportation Demand Management*

Chapter 17.78, *Transportation Demand Management*, of the RCMC encourages employers to implement programs to help reduce the use of single-occupancy vehicles. Relevant to the project, developments subject to the TDM Ordinance include light industrial uses with 250,000 sf, or more. The ordinance requires the provision of passenger loading areas; preferential parking for carpool and vanpool vehicles; shower and locker facilities; video conferencing; and any two of the following: ridesharing program, leasing of vans, company fleet cars, subsidized transit passes, and modified work hours.

### *Streets, Sidewalks and Public Places*

Title 12 of the RCMC regulates activities on streets, sidewalks, and other public places.

Chapter 12.03 requires that an encroachment permit be obtained prior to construction on public rights-of-way to protect public improvements and reduce hazards to the public. Chapter 12.08 requires the improvement of the one-half of the street abutting a parcel as part of the development or improvement of the parcel, along with the dedication of the street right-of-way to the City upon completion of improvements. Street improvements (including sidewalks, curbs, gutters, street trees, street lighting, street paving, and drainage structures) should be made to meet City standards. Chapter 12.20 calls for the construction of complete street infrastructure (e.g., bicycle lanes, sidewalks, street crossings, and planting strips) in public and private street projects or the

improvement of streets to increase the safety and convenience of pedestrians, bicyclists, and public transportation users.

### 4.16.3 Impact Analysis

#### **a. Significance Thresholds**

Appendix G of CEQA Guidelines states transportation and traffic impacts of the project would be significant if the project would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);
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
4. Result in inadequate emergency access.

#### **b. Methodology**

The project and associated Project Design Features are evaluated against the significance thresholds as the basis for determining the impact's level of significance concerning transportation. In addition to Project Design Features, this analysis considers the existing regulatory framework (i.e., laws, ordinances, regulations, and standards) that avoid or reduce the potentially significant environmental impact. Where significant impacts remain despite compliance with the regulatory framework, feasible mitigation measures are recommended, to avoid or reduce the project's potentially significant environmental impacts.

This analysis of impacts on transportation examines the project's temporary (i.e., construction) and permanent (i.e., operational) effects based on significance threshold's application outlined above. For each criterion, the analyses are generally divided into two main categories: (1) construction impacts and (2) operational impacts. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on the studies prepared by Fehr & Peers (Appendix K-1 and K-2); review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including review of relevant local planning documents. The determination that a project component would or would not result in "substantial" adverse effects on transportation considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the project's components.

#### **VMT Analysis Methodology**

As required in the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines* (hereafter referred to as TIA Guidelines), this transportation impact analysis presents project-generated VMT and evaluates the project's effect on VMT. Project-generated VMT in this assessment presents trips and trip distances of specific trip purposes. The effect on VMT is an estimate of how VMT within the region will change once a project is built.

### *Production/Attraction VMT*

The Production/Attraction (PA) methodology was utilized to estimate project generated VMT. The PA method for calculating VMT is consistent with City guidelines and sums all weekday VMT generated by trips with at least one trip end in the study area by trip purpose. The PA method tracks these trips to/from their ultimate destination unless that destination is outside of the model boundary area. Productions are land use types that generate trips (residences) and attractions are land use types that attract trips (employment). Productions and attractions are converted from person trips to vehicle trips for the purposes of calculating VMT.

The PA method allows project VMT to be evaluated based on trip purpose which is consistent with OPR recommendations in the Technical Advisory and consistent with the City's VMT methodology requirements. For example, a single-use project, such as an office building, could be analyzed based only on the commute VMT, or home-based-work (HBW) attraction VMT per employee; and a residential project could be analyzed based on the home-based (HB) production VMT per resident. Since the Project is an industrial development, HBW attraction VMT per employee (commute VMT) has been quantified in project's VMT analysis, under both Base and Cumulative conditions.

Due to the structure of the SBTAM (San Bernardino Transportation Analysis Model), PA VMT can only be isolated by trip purpose before final traffic assignment in which all trip types are aggregated together. PA trip matrices include internal (I) trips that have both trip ends (i.e., origin and destination) inside the model boundary and do not include external (X) trips that have one trip end outside of the model boundary (IX-XI trips) or truck trips, and therefore do not include those trips in the VMT estimates.

### *Boundary VMT*

The boundary method is utilized to measure the project's effect on VMT. The boundary method is the sum of all weekday VMT on a roadway network within a designated boundary. Boundary method VMT estimates VMT by multiplying the number of trips on each roadway segment by the length of that segment. This approach includes all trips, including those trips that do not begin or end in the designated boundary. This is the only VMT method that captures the effect of cut-through and/or displaced traffic.

Per the City's TIA Guidelines, the city boundary was used as the boundary for the project since the project is located near the southern city limit. The following boundaries were used for the analysis:

- City of Rancho Cucamonga
- Five-mile radius from the project site
- 10-mile radius from the project site

Boundary VMT for impact determination was normalized by the service population (summation of residents and employees within a designated boundary) within the boundary to make an apples-to-apples comparison between with and without project conditions.

The City's TIA Guidelines state the project would result in a significant project-generated VMT impact if either the following conditions are met:

1. The baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population, or
2. The cumulative project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.

The City's TIA Guidelines also state the project would result in a significant impact if the following condition is met:

1. The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increases under the plus project condition compared to the no project condition.

If any of the three above conditions are met, the project would have a significant impact. Please note, the City's TIA Guidelines also identify that, for the project effect assessment, if a project is located near the city limits then that geography may inadvertently truncate VMT at that boundary and a different geography should be considered. Since the project is located near the city boundary, the project effect assessment also considered a 5-mile and 10-mile radius from the project site to ensure that this does not artificially affect the results.

### *Analysis Scenarios*

As recommended in the City's TIA Guidelines, the VMT estimates were prepared under the following scenarios:

- Base Year No Project Conditions
- Base Year Plus Project Conditions
- Future Year No Project Conditions
- Future Year Plus Project Conditions

The No Project Conditions model runs were used to verify the project-generated thresholds of significance documented in the City's TIA Guidelines, estimate Citywide Boundary VMT (and the 5/10-mile boundary). The Plus Project Conditions model runs were used to VMT impacts associated with the project.

### *Travel Demand Model*

Consistent with the City's TIA Guidelines, the San Bernardino Transportation Analysis Model (SBTAM) was utilized to estimate VMT in the project area. SBTAM is available in Base Year (2016) and Future Year (2040), each with land use and roadway network assumptions for the given year. The future year SBTAM is consistent with the SCAG RTP/SCS and the recently updated City General Plan. San Bernadino utilizes Traffic Analysis Zones (TAZ) to organize data before assigning it to the transportation system. According to the City's TIA Guidelines, TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. The project land use was isolated into TAZ 53664302.

### *Level of Service Performance Criteria (included for informational purposes only)*

The City of Rancho Cucamonga, the City of Ontario, and SBCTA:CMF have established explicit performance criteria for roadway intersection and freeway operations within their jurisdictions. The LOS performance criteria and significant thresholds used to determine project impacts include:

- City of Rancho Cucamonga: The city has adopted LOS D as the minimum acceptable standard. A significant traffic impact occurs if the addition of project generated trips causes an intersection to change from an acceptable LOS to a deficient LOS or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.
- City of Ontario: The city has adopted LOS E as the minimum acceptable standard during the morning and evening peak hours. A significant traffic impact occurs if the addition of project

generated trips causes an intersection to change from an acceptable LOS to a deficient LOS or if project traffic increases the delay at any intersection already operating at an unacceptable LOS.

- CMP: SBCTA, as the congestion management agency, has set LOS E as the minimum acceptable threshold for CMP facilities. The County implements an enhanced transportation management program to ensure that the designated roadways meet this LOS E standard. When the CMP standards differ from the City standards, the CMP guidelines defer to the local agency standards.

Table 4.16-2 (above) is based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The discussion below includes an evaluation using the methods prescribed in the Highway Capacity Manual (HCM) 6th Edition, consistent with the requirement of the 2016 San Bernardino County CMP. The City does not designate a specific software to be used in the analysis but allows the use of one of several software packages that are consistent with the HCM methodologies. The intersection analysis for the Project was accomplished using Synchro software program and using the specified input parameters outline in the San Bernardino County CMP. In accordance with the Rancho Cucamonga General Plan, the acceptable LOS of roadway segment operation is LOS D or better.

### **c. Project Design Features**

The applicant shall construct the following intersection improvements at the project vicinity:

- Construct frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages.
- Pay fair share contribution to add a southbound right-turn overlap phase on Vineyard Avenue and Foothill Boulevard.
- Pay fair share contribution to widen the westbound approach five inches to accommodate dual westbound left-turn lanes, three westbound through lanes, a bike lane, and a westbound right-turn lane on Foothill Boulevard.
- Pay fair share contribution to widen the westbound approach 10 inches to add a westbound right-turn pocket on Vineyard Avenue and Arrow Route.
- Modify ADA/corner cutoffs and related improvements for efficient truck circulation around the project site:
  - Southwest corner of 9th Street and Vineyard Avenue
  - Northwest corner of 8th Street and Vineyard Avenue
  - Southwest corner of 8th Street and Vineyard Avenue



## d. Project Impacts

**Threshold 1:** Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

**Impact TRA-1** THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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### Construction

The project would implement a temporary traffic control plan during construction activities pursuant to Caltrans' construction practice requirement, which would include provisions for maintaining circulation during construction. The majority of the project site is undeveloped with the exception of a historically significant house located on the west side of the project site. Construction of the project would provide newly paved drive aisles that extend throughout Building 1, Building 2, and Building 3 which would improve circulation throughout the project site.

Construction of the project would require the south curb along 9th Street to be reconstructed near the intersection with Vineyard Avenue and the exclusive eastbound left-turn lane would be removed. The eastbound approach on 9th Street at Vineyard Avenue would consist of a single shared lane for all movements. The intersection modification was modeled for the Opening Year (2030 with Project and Future Year [2040] with Project scenarios).

### Operation

The project would comply with the Complete Streets Act of 2008 which requires that general plans (which includes the Rancho Cucamonga General Plan) accommodate a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to applicable rural, suburban, or urban contexts. In addition, the project would comply with American Disabilities Act (ADA) standards for accessible designs by designing the proposed walkways to be readily available to individuals with disabilities. This would also apply to crosswalks located in between buildings, walking routes, and curb ramps.

### Pedestrian and Bicycle Facilities

The potential impact to pedestrian bicycle facilities was evaluated based on whether the proposed project would physically disrupt an existing facility or interfere with the implementation of a planned facility. In addition, the proposed project was evaluated to determine if it would create potential conflicts with applicable policies, plans, or programs (as defined in the regulatory setting above) supporting bicycle use or pedestrian travel such that the conflict could reduce bicycle trips or increase conflicts between pedestrians, bicyclists, or other modes. A review of the project description did not identify any disruption to existing pedestrian or bicycle facilities. The project is consistent with the adopted plans regarding bicycle and pedestrian infrastructure and is not expected to decrease the performance or safety of these facilities. Therefore, the project would have a less-than-significant impact on active transportation.

## Transit Service and Facilities

The potential impact to transit service or facilities was evaluated based on whether the proposed project would physically disrupt an existing facility/service or interfere with the implementation of a planned facility/service. In addition, the proposed project was evaluated to determine if it would create potential conflicts with applicable policies, plans, or programs (as defined in the regulatory setting above) supporting transit such that the conflict could reduce transit trips or increase conflicts with other modes. The proposed development would not modify a transit stop location or affect transit headways. Therefore, the project would have a less-than-significant impact on public transit.

## SCAG 2020-2045 RTP/SCS Consistency Analysis

The overarching goal of the RTP/SCS is to support local jurisdictions and partnerships in creating sustainable communities that meet the unique vision and needs of each locality. One of the key goals is to focus growth near existing destinations and mobility options. The project's location, adjacent to established commercial and residential areas, aligns with this objective. By providing warehouse facilities in proximity to existing destinations, the project promotes efficient land use and reduces transportation distances for goods and services.

The RTP/SCS also emphasizes leveraging technological innovations. While not directly related to technological advancements, the project would incorporate sustainable design and construction practices. The project proposes to integrate energy-efficient features achieving an LEED Certified designation and provide 13 electric vehicle charging stations, aligning with the broader objective of leveraging technology for sustainability. Furthermore, the project supports the implementation of sustainability policies by adhering to local zoning regulations and incorporating specific design requirements. This includes landscaping, lighting, and screening provisions to ensure compatibility with the surrounding environment, minimize visual impacts, and promote responsible development practices.

Lastly, the project has the potential to contribute to a green region by implementing sustainable design principles. By incorporating green infrastructure features, permeable surfaces, and drip irrigation for native landscaping, the project can enhance water efficiency and stormwater management at the project site.

Therefore, the proposed project's location, purpose, and adherence to sustainable design principles demonstrate its consistency with the goals and implementation strategies outlined in the 2020-2045 RTP/SCS.

## General Plan Consistency Analysis

Goals and policies from the Land Use and Community Character and Mobility & Access chapters of the Rancho Cucamonga General Plan which pertain to the circulation system are described in Section 4.11, *Land Use and Planning* of this Draft EIR. As shown below, the project's circulation elements would be consistent with the Rancho Cucamonga General Plan chapters pertaining to the land use, safety, and mobility (circulation) system, including transit, roadway, bicycle, and pedestrian facilities. The project would also be consistent with the analyses conducted for the Mobility & Access Chapter of the Rancho Cucamonga General Plan in terms of LOS. Refer to the transportation study in Appendix K-2 of the Draft EIR for more information regarding LOS.

## LAND USE AND COMMUNITY CHARACTER CHAPTER

**Goal LC-2: HUMAN SCALED.** A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

**Policy LC-2.3: Streetscape.** Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

**Consistent:** Landscaping, street lighting, and sidewalks would be provided along each of the three streets abutting the project. Refer to Figure 2-8a, *Landscape Plan*, of the Project Description.

**Goal LC-7: Robust Districts.** A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering.

**Policy LC-7.6: Loading Docks.** Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views.

**Consistent:** All parking lots on the project site would include landscaping, and all loading docks would be screened from public view. See Figure 2-4, *Site Plan*, and Figure 2-8a, *Landscape Plan*, of the Project Description.

## MOBILITY AND ACCESS CHAPTER

**Goal MA-2: Access for All.** A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users.

**Policy MA-2.8: Facility Service Levels.** Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

**Consistent with implementation of proposed improvements:** Out of the 18 intersections that were analyzed in the Transportation Study (Appendix K-2), 15 intersections would maintain a LOS D or better under the proposed project. However, the following three intersections would result in a LOS of E or F during the opening year of project operation (2030):

- Vineyard Avenue & Foothill Boulevard – from LOS D to LOS E
- Vineyard Avenue & Arrow Route – from LOS E to LOS F
- Baker Avenue & 8th Street – from LOS E to F in the AM and from LOS C to E in the PM

Due to the project's contribution to the increase in delays at these intersections, improvements are required that include signal timing optimization for the two intersections on along Vineyard Avenue, and a new signal and street widening would be required for the Baker Avenue & 8th Street intersection. Upon implementation of these improvements, the average delay at all three intersections would be LOS D or better.

**Policy MA-2.12 Transportation Demand Management.** Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.

**Not Applicable:** Transportation Demand Management strategies are not required since the VMT impacts are less than significant. Refer to the impact analysis under Threshold 2.

**Policy MA-2.14: Bicycle Facilities.** Enhance bicycle facilities by maintaining and expanding the bicycle network, providing end-of-trip facilities (bike parking, lockers, showers), improving bicycle/transit integration, wayfinding signage, etc.

**Consistent:** The project would include pedestrian connections between all internal uses and existing streets. The project would provide 18 bicycle parking spaces (five percent of required vehicle parking) pursuant to RCMC Section 17.64.110(B) and be consistent with all applicable Development Code requirements. Carpool and vanpool would be provided, and minimum code requirements for parking capacity would be met.

**Goal MA-3: Safety.** A transportation network that adapts to changing mobility needs while preserving sustainable community values.

**Policy MA-3.4:** Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

**Consistent:** As discussed in Section 4.9, *Hazards and Hazardous Materials*, the project was analyzed for its consistency the City's established Local Hazard Mitigation Plan, Emergency Operations Plan, Emergency Management Program, and the Ready RC disaster preparedness manual. It was concluded that the project would not modify or impede existing emergency routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. The project would not modify or impede existing emergency routes. Primary access to all major roads would be maintained during construction and operation of the project.

**Goal MA-4: Goods Movement.** An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

**Policy MA-4.1:** Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

**Consistent:** Project-related trucks would be required to utilize the designated truck routes identified in the City's General Plan and directed away from all sensitive receptors. Access to the project site by trucks would be provided via two ingress/egress driveways: one from 9th Street and one from Vineyard Avenue.

#### SAFETY CHAPTER

**Goal S-1: Leadership.** A city that is recognized for its leadership role in resilience and preparedness

**Policy S-1.5:** Enhanced Circulation. In areas of the city with limited access routes and circulation challenges, require additional roads and improvements to ensure adequate emergency vehicle response and evacuation.

**Consistent:** The portion of the city where the project would be located is developed with roadways suitable to accommodate traffic capacity, with incorporation of the traffic infrastructure improvements proposed as part of the project. Transportation impacts are further discussed in this section of the EIR.

Source: City of Rancho Cucamonga 2021

## Supplemental LOS Study

The transportation analysis (Appendix K-2) was prepared for the purposes of determining whether the project complies with the Mobility & Access chapter of the City's General Plan. The information regarding the project's trip generation and predicted trip distribution on the roadway network are provided for informational purposes because additional delay to an intersection or roadway segment is no longer considered a significant impact under CEQA.

### *Project Forecast Trip Generation*

Forecast generation for the project is based on scoping discussions with the cities of Rancho Cucamonga and Ontario per the approved scoping agreement prior to the City adopting VMT thresholds. The Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) and the City of Fontana's *Truck Trip Generation Study* from August 2023 were utilized to gather passenger vehicle and truck mix rates, which are the most current and relevant metrics for this project. Furthermore, trip distribution assumptions for the project were developed considering the proposed site uses, and the routes to and from the freeway system for the warehouse trucks. Separate distribution patterns were assumed for passenger car trips and truck trips. Table 4.16-3 summarizes the ITE trip generation rates used to calculate the number of trips forecasted.

Since the project is a warehousing development, project trips were converted into passenger car equivalent (PCE) trips. The project vehicle fleet mix was assumed to be consistent with Heavy

Warehouse vehicle fleet mix documented in Fontana's *Truck Trip Generation Study* (refer to Appendix K-2). Table 4.16-4 shows the estimated non-PCE project trip generation, Table 4.16-5 shows the estimated project trip generation by vehicle classification, and Table 4.16-6 shows the estimated PCE project trip generation.

**Table 4.16-3 Project Trip Generation Rates**

| ITE Code | Land Use    | Daily Rate | AM Peak Hour |     |       | PM Peak Hour |     |      |
|----------|-------------|------------|--------------|-----|-------|--------------|-----|------|
|          |             |            | In           | Out | Rate  | In           | Out | Rate |
| 150      | Warehousing | 1.71       | 77%          | 23% | 0.17% | 28%          | 72% | 0.18 |

Source: Trip Generation Manual 11<sup>th</sup> Edition (Institute of Transportation Engineers, 2021).

**Table 4.16-4 Non-PCE Project Trip Generation**

| ITE Code                           | Land Use                   | Quantity | Units | Daily Rate   | AM Peak Hour |           |            | PM Peak Hour |            |            |
|------------------------------------|----------------------------|----------|-------|--------------|--------------|-----------|------------|--------------|------------|------------|
|                                    |                            |          |       |              | In           | Out       | Total      | In           | Out        | Total      |
| 150                                | Building One - Warehouse   | 611.574  | KSF   | 1,046        | 80           | 24        | 194        | 31           | 79         | 110        |
| 150                                | Building Two - Warehouse   | 107.541  | KSF   | 184          | 14           | 4         | 18         | 5            | 14         | 19         |
| 150                                | Building Three - Warehouse | 262.981  | KSF   | 450          | 35           | 10        | 45         | 13           | 34         | 47         |
| <b>Total Non-PCE Project Trips</b> |                            |          |       | <b>1,680</b> | <b>129</b>   | <b>38</b> | <b>167</b> | <b>49</b>    | <b>127</b> | <b>176</b> |

Source: Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

KSF = Thousand Square Feet

**Table 4.16-5 Non-PCE Project Trip Generation with Vehicle Classification**

| Vehicle Type                       | Vehicle Mix | Daily Rate   | AM Peak Hour |           |            | PM Peak hour |            |            |
|------------------------------------|-------------|--------------|--------------|-----------|------------|--------------|------------|------------|
|                                    |             |              | In           | Out       | Total      | In           | Out        | Total      |
| Passenger Vehicle                  | 79.6%       | 1,337        | 103          | 30        | 133        | 39           | 101        | 140        |
| 2-Axel Truck                       | 3.50%       | 59           | 4            | 1         | 5          | 2            | 4          | 6          |
| 3-Axel Truck                       | 4.60%       | 77           | 6            | 2         | 8          | 2            | 6          | 8          |
| 4+ - Axel Truck                    | 12.3%       | 207          | 16           | 5         | 21         | 6            | 16         | 22         |
| <b>Total Non-PCE Project Trips</b> |             | <b>1,680</b> | <b>129</b>   | <b>38</b> | <b>167</b> | <b>49</b>    | <b>127</b> | <b>176</b> |

Sources(s):

1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).

2. Truck Trip Generation Study, City of Fontana, County of San Bernadino, State of California, 2003

**Table 4.16-6 PCE Project Trip Generation with Vehicle Classification**

| Vehicle Type                       | Vehicle Mix | Daily Rate   | AM Peak Hour |           |            | PM Peak hour |            |            |
|------------------------------------|-------------|--------------|--------------|-----------|------------|--------------|------------|------------|
|                                    |             |              | In           | Out       | Total      | In           | Out        | Total      |
| Passenger Vehicle                  | 79.6%       | 1,337        | 103          | 30        | 133        | 39           | 101        | 140        |
| 2-Axel Truck                       | 3.50%       | 89           | 7            | 2         | 9          | 3            | 6          | 9          |
| 3-Axel Truck                       | 4.60%       | 154          | 12           | 4         | 16         | 4            | 12         | 16         |
| 4+ - Axel Truck                    | 12.3%       | 621          | 48           | 14        | 62         | 18           | 48         | 66         |
| <b>Total Non-PCE Project Trips</b> |             | <b>2,201</b> | <b>170</b>   | <b>50</b> | <b>220</b> | <b>64</b>    | <b>167</b> | <b>231</b> |

Sources(s):

1. Trip Generation Manual 11th Edition (Institute of Transportation Engineers, 2021).
2. Truck Trip Generation Study, City of Fontana, County of San Bernadino, State of California, 2003
3. City of Rancho Cucamonga Traffic Impact Guidelines, 2020.

### LOS Analysis

LOS is a qualitative measure used to describe operation conditions. The LOS of an intersection ranges from A, which represents minimal delay, to F, which represents heavy delay and a facility that is operating at or near its function capacity. An intersection LOS is defined as a function of average control delay for the intersection.

The following traffic analysis scenarios were analyzed:

- Existing Conditions
- Project Opening Year (2030) Conditions
- Project Opening Year (2030) Plus Project Conditions
- Project Opening Year (2030) Plus Project With Improvement Conditions
- Future Year (2040) Conditions
- Future Year (2040) Plus Project Conditions

As shown in Table 4.16-7, under Existing (2023) AM peak hour conditions, Vineyard Avenue and Arrow Route (Intersection 3) and Baker Avenue and 8th Street (Intersection 6) operate below acceptable standards.

**Table 4.16-7 Existing (2023) Intersection Level of Service**

| Intersection                       | Jurisdiction             | Control      | Peak Hour | Opening Year No Project<br>Average Delay / LOS |
|------------------------------------|--------------------------|--------------|-----------|------------------------------------------------|
| 1. Vineyard Avenue and Foothill    | City of Rancho Cucamonga | Signalized   | AM        | 46 / D                                         |
|                                    |                          |              | PM        | 51 / D                                         |
| 2. Baker Avenue and Arrow Route    | City of Rancho Cucamonga | Signalized   | AM        | 18 / B                                         |
|                                    |                          |              | PM        | 11 / B                                         |
| 3. Vineyard Avenue and Arrow Route | City of Rancho Cucamonga | Signalized   | AM        | <b>57 / E</b>                                  |
|                                    |                          |              | PM        | 36 / D                                         |
| 4. Baker Avenue and 9th Street     | City of Rancho Cucamonga | All-Way-Stop | AM        | 18 / C                                         |
|                                    |                          |              | PM        | 13 / B                                         |

City of Rancho Cucamonga  
**9th and Vineyard Development Project**

| Intersection                                   | Jurisdiction             | Control      | Peak Hour | Opening Year No Project<br>Average Delay / LOS |
|------------------------------------------------|--------------------------|--------------|-----------|------------------------------------------------|
| 5. Vineyard Avenue and 9th Street              | City of Rancho Cucamonga | Signalized   | AM        | 28 / C                                         |
|                                                |                          |              | PM        | 32 / C                                         |
| 6. Baker Avenue and 8th Street                 | City of Rancho Cucamonga | All-Way-Stop | AM        | <b>43 / E</b>                                  |
|                                                |                          |              | PM        | 17 / C                                         |
| 7. Vineyard Avenue and 8th Street              | Cities of Rancho         | Signalized   | AM        | 24 / C                                         |
|                                                |                          |              | Pm        | 14 / B                                         |
| 8. Vineyard Avenue and 6th Street              | City of Ontario          | Signalized   | AM        | 22 / C                                         |
|                                                |                          |              | PM        | 23 / C                                         |
| 9. Vineyard Avenue and 4th Street              | City of Ontario          | Signalized   | AM        | 28 / C                                         |
|                                                |                          |              | PM        | 33 / C                                         |
| 10. Vineyard Avenue and Jay Street             | City of Ontario          | Signalized   | AM        | 12 / B                                         |
|                                                |                          |              | PM        | 16 / B                                         |
| 11 Vineyard Avenue and Inland Empire Boulevard | City of Ontario          | Signalized   | AM        | 9 / A                                          |
|                                                |                          |              | PM        | 10 / B                                         |
| 12. Vineyard Avenue and I-10 WB Ramps          | Caltrans                 | Signalized   | AM        | 11 / B                                         |
|                                                |                          |              | PM        | 14 / B                                         |
| 13.Vineyard Avenue and I-10 EB Ramps           | Caltrans                 | Signalized   | AM        | 21 / C                                         |
|                                                |                          |              | PM        | 16 / B                                         |

Notes:

1. Whole intersections weighted average stopped delay expressed in seconds per vehicle for signalized and all-way stopped controlled intersections. Worst lane delay reported for two-way-stop controlled intersections.
2. Delay operations were calculated using HCM 7th methodologies.
3. Bold represents LOS below acceptable standards.

Source: Fehr & Peers 2024b.

This section analyzes the potential traffic impact of the addition of trips forecast to be generated by project buildout to existing conditions traffic volumes at the study intersections. The Opening Year (2030) with Project Conditions model includes the existing lane configurations modified, when necessary, to account for the roadway improvements documented in the 2020 RTP/SCS, existing signal timings, and PCE traffic forecasts.

**Table 4.16-8 Opening Year (2030) Intersection LOS**

| Intersection                              | Jurisdiction             | Control    | Peak Hour | Opening Year<br>No Project<br>Average Delay<br>/ LOS | Opening Year<br>Plus Project<br>Average Delay<br>/ LOS |
|-------------------------------------------|--------------------------|------------|-----------|------------------------------------------------------|--------------------------------------------------------|
| 1. Vineyard Avenue and Foothill Boulevard | City of Rancho Cucamonga | Signalized | AM        | <b>55 / E</b>                                        | <b>56 / E</b>                                          |
|                                           |                          |            | PM        | 41 / D                                               | 39 / D                                                 |
| 2. Baker Avenue and Arrow Route           | City of Rancho Cucamonga | Signalized | AM        | 19 / B                                               | 19 / B                                                 |
|                                           |                          |            | PM        | 17 / B                                               | 18 / B                                                 |
| 3. Vineyard Avenue and Arrow Route        | City of Rancho Cucamonga | Signalized | AM        | <b>105 / F</b>                                       | <b>110 / F</b>                                         |
|                                           |                          |            | PM        | 45 / D                                               | 49 / D                                                 |

| Intersection                                      | Jurisdiction             | Control      | Peak Hour | Opening Year No Project Average Delay / LOS | Opening Year Plus Project Average Delay / LOS |
|---------------------------------------------------|--------------------------|--------------|-----------|---------------------------------------------|-----------------------------------------------|
| 4. Baker Avenue and 9th Street                    | City of Rancho Cucamonga | All-Way-Stop | AM        | 27 / D                                      | 29 / D                                        |
|                                                   |                          |              | PM        | 18 / C                                      | 19 / D                                        |
| 5. Vineyard Avenue and 9th Street                 | City of Rancho Cucamonga | Signalized   | AM        | 33 / C                                      | 37 / D                                        |
|                                                   |                          |              | PM        | 46 / D                                      | 52 / D                                        |
| 6. Baker Avenue and 8th Street                    | City of Rancho Cucamonga | All-Way-Stop | AM        | <b>95 / F</b>                               | <b>107 / F</b>                                |
|                                                   |                          |              | PM        | 35 / D                                      | <b>39 / E</b>                                 |
| 7. Vineyard Avenue and 8th Street                 | Cities of Rancho         | Signalized   | AM        | 42 / D                                      | 45 / D                                        |
|                                                   |                          |              | Pm        | 19 / B                                      | 21 / C                                        |
| 8. Vineyard Ave and 6th St                        | City of Ontario          | Signalized   | AM        | 27 / C                                      | 28 / C                                        |
|                                                   |                          |              | PM        | 29 / C                                      | 30 / C                                        |
| 9. Vineyard Avenue and 4th Street                 | City of Ontario          | Signalized   | AM        | 36 / D                                      | 36 / D                                        |
|                                                   |                          |              | PM        | 40 / D                                      | 40 / D                                        |
| 10. Vineyard Avenue and Jay Street                | City of Ontario          | Signalized   | AM        | 14 / B                                      | 14 / B                                        |
|                                                   |                          |              | PM        | 17 / B                                      | 18 / B                                        |
| 11. Vineyard Avenue and Inland Empire Boulevard   | City of Ontario          | Signalized   | AM        | 11 / B                                      | 11 / B                                        |
|                                                   |                          |              | PM        | 13 / B                                      | 13 / B                                        |
| 12. Vineyard Avenue and I-10 WB Ramps             | Caltrans                 | Signalized   | AM        | 17 / B                                      | 19 / B                                        |
|                                                   |                          |              | PM        | 29 / C                                      | 22 / C                                        |
| 13. Vineyard Avenue and I-10 EB Ramps             | Caltrans                 | Signalized   | AM        | 28 / C                                      | 29 / C                                        |
|                                                   |                          |              | PM        | 29 / C                                      | 34 / C                                        |
| 14. Vineyard Ave and Northern Project Dwy         | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 29 / D                                        |
|                                                   |                          |              | PM        | -                                           | 19 / C                                        |
| 15. Vineyard Avenue and Southern Project Driveway | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 24 / C                                        |
|                                                   |                          |              | PM        | -                                           | 16 / C                                        |
| 16. Baker Avenue and Southern Project Driveway    | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 15 / B                                        |
|                                                   |                          |              | PM        | -                                           | 14 / B                                        |
| 17. Baker Avenue and Northern Project Driveway    | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 14 / B                                        |
|                                                   |                          |              | PM        | -                                           | 13 / B                                        |
| 18. Project Driveway and 9th Street               | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 11 / B                                        |
|                                                   |                          |              | PM        | -                                           | 10 / B                                        |

Notes:

1. Whole intersections weighted average stopped delay expressed in seconds per vehicle for signalized and all-way stopped controlled intersections. Worst lane delay reported for two-way-stop controlled intersections.

2. Delay operations were calculated using HCM 7th methodologies.

3. Bold represents LOS below acceptable standards.

Source: Fehr & Peers 2024b.



Consistent with Existing (2023) conditions, Intersection 3 and Intersection 6 continue to operate below the City of Rancho Cucamonga’s acceptable LOS standard under Opening Year (2030) No Project conditions. In addition, the intersection at Vineyard Avenue and Foothill Boulevard (Intersection 1) also operates below the City of Rancho Cucamonga’s acceptable LOS standard under Opening Year (2030) No Project conditions during the AM peak hour.

Under Opening Year (2030) Plus Project conditions, the three intersections that previously operated below the City of Rancho Cucamonga’s acceptable LOS standard continue to do so, with slightly higher delays. In addition, at Intersection 6, Baker Avenue and 8th Street, the addition of the project would result in higher delays that would cause a degrade from LOS D to LOS E during the PM peak hour.

Table 4.16-9 compares delay and LOS for Opening Year (2030) Plus Project with and without the proposed improvements. Consistent with the City’s guidelines, the following improvements are recommended that would improve operations to LOS D or better:

- Intersection 1 (Vineyard Avenue and Foothill Boulevard) – The intersection is signalized and forecasted to operate at LOS E during the AM peak hour under Opening Year (2030) Plus Project conditions. Optimizing the AM peak hour signal timing improves intersection operations from LOS E to D.
- Intersection 3 (Vineyard Avenue and Arrow Route) – The intersection is signalized and forecasted to operate at LOS F during the AM peak hour under Opening Year (2030) Plus Project conditions. Optimizing the AM signal timing improves intersection operations from LOS F to D.
- Intersection 6 (Baker Avenue and 8th Street) – The intersection is unsignalized and forecasted to operate at LOS F and E during the AM and PM peak hours, respectively, under Opening Year (2030) Plus Project conditions. This intersection satisfies the peak hour traffic signal warrant under Opening Year (2030) Plus Project conditions.

The identified improvements reduce intersection operations to the City of Rancho Cucamonga’s acceptable LOS standard (LOS D or better).

**Table 4.16-9 Opening Year (2030) Intersection LOS With Improvements**

| Intersection                              | Control    | Peak Hour | Opening Year Plus Project<br>LOS / Average Delay | Opening Year Plus Project<br>with Improvements<br>LOS / Average Delay |
|-------------------------------------------|------------|-----------|--------------------------------------------------|-----------------------------------------------------------------------|
| 1. Vineyard Avenue and Foothill Boulevard | Signalized | AM        | 56 / E                                           | 48 / D                                                                |
|                                           |            | PM        | 39 / D                                           | -                                                                     |
| 3. Vineyard Avenue and Arrow Route        | Signalized | AM        | 110 / F                                          | 48 / D                                                                |
|                                           |            | PM        | 49 / D                                           | -                                                                     |
| 6. Baker Avenue and 8th Street            | Signalized | AM        | 107 / F                                          | 11 / B                                                                |
|                                           |            | PM        | 39 / E                                           | 10 / A                                                                |

This section analyzes the potential traffic forecast for 2040. According to the City of Rancho Cucamonga’s Mobility & Access chapter, the future year forecast evaluates whether the ultimate circulation system planned for the study area would provide an acceptable LOS with the addition of Project-generated trips. Table 4.16-10 displays the LOS analysis results for the Future Year 2040 Plus Project implementation and assumes the buildout of the roadway circulation per the Rancho Cucamonga General Plan and the 2020 RTP/SCS.

**Table 4.16-10 Future Year (2040) Intersection LOS**

| Intersection                                      | Jurisdiction             | Control      | Peak Hour | Opening Year No Project Average Delay / LOS | Opening Year Plus Project Average Delay / LOS |
|---------------------------------------------------|--------------------------|--------------|-----------|---------------------------------------------|-----------------------------------------------|
| 1. Vineyard Avenue and Foothill Boulevard         | City of Rancho Cucamonga | Signalized   | AM        | 50 / D                                      | 50 / D                                        |
|                                                   |                          |              | PM        | 35 / D                                      | 34 / C                                        |
| 2. Baker Avenue and Arrow Route                   | City of Rancho Cucamonga | Signalized   | AM        | 16 / B                                      | 16 / B                                        |
|                                                   |                          |              | PM        | 21 / C                                      | 21 / C                                        |
| 3. Vineyard Avenue and Arrow Route                | City of Rancho Cucamonga | Signalized   | AM        | 34 / C                                      | 36 / D                                        |
|                                                   |                          |              | PM        | 35 / D                                      | 38 / D                                        |
| 4. Baker Avenue and 9th Street                    | City of Rancho Cucamonga | All-Way-Stop | AM        | 24 / C                                      | 25 / D                                        |
|                                                   |                          |              | PM        | 23 / C                                      | 26 / D                                        |
| 5. Vineyard Avenue and 9th Street                 | City of Rancho Cucamonga | Signalized   | AM        | 31 / C                                      | 32 / C                                        |
|                                                   |                          |              | PM        | 33 / C                                      | 36 / D                                        |
| 6. Baker Avenue and 8th Street                    | City of Rancho Cucamonga | All-Way-Stop | AM        | <b>40 / E</b>                               | <b>43 / E</b>                                 |
|                                                   |                          |              | PM        | <b>36 / E</b>                               | <b>39 / E</b>                                 |
| 7. Vineyard Avenue and 8th Street                 | Cities of Rancho         | Signalized   | AM        | 24 / C                                      | 24 / C                                        |
|                                                   |                          |              | PM        | 20 / B                                      | 21 / C                                        |
| 8. Vineyard Avenue and 6th Street                 | City of Ontario          | Signalized   | AM        | 30 / C                                      | 31 / C                                        |
|                                                   |                          |              | PM        | 36 / D                                      | 39 / D                                        |
| 9. Vineyard Avenue and 4th Street                 | City of Ontario          | Signalized   | AM        | 36 / D                                      | 36 / D                                        |
|                                                   |                          |              | PM        | 43 / D                                      | 43 / D                                        |
| 10. Vineyard Avenue and Jay Street                | City of Ontario          | Signalized   | AM        | 18 / B                                      | 12 / B                                        |
|                                                   |                          |              | PM        | 20 / B                                      | 20 / B                                        |
| 11. Vineyard Avenue and Inland Empire Boulevard   | City of Ontario          | Signalized   | AM        | 12 / B                                      | 12 / B                                        |
|                                                   |                          |              | PM        | 14 / B                                      | 14 / B                                        |
| 12. Vineyard Avenue and I-10 WB Ramps             | Caltrans                 | Signalized   | AM        | 23 / C                                      | 18 / B                                        |
|                                                   |                          |              | PM        | 21 / C                                      | 22 / C                                        |
| 13. Vineyard Avenue and I-10 EB Ramps             | Caltrans                 | Signalized   | AM        | 29 / C                                      | 30 / C                                        |
|                                                   |                          |              | PM        | 24 / C                                      | 26 / C                                        |
| 14. Vineyard Avenue and Northern Project Driveway | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 27 / D                                        |
|                                                   |                          |              | PM        | -                                           | 20 / C                                        |
| 15. Vineyard Avenue and Southern Project Driveway | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 23 / C                                        |
|                                                   |                          |              | PM        | -                                           | 17 / C                                        |
| 16. Baker Avenue and Southern Project Driveway    | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 14 / B                                        |
|                                                   |                          |              | PM        | -                                           | 16 / C                                        |
| 17. Baker Avenue and Northern Project Driveway    | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                           | 13 / B                                        |
|                                                   |                          |              | PM        | -                                           | 15 / C                                        |

| Intersection                        | Jurisdiction             | Control      | Peak Hour | Opening Year<br>No Project<br>Average Delay<br>/ LOS | Opening Year<br>Plus Project<br>Average Delay<br>/ LOS |
|-------------------------------------|--------------------------|--------------|-----------|------------------------------------------------------|--------------------------------------------------------|
| 18. Project Driveway and 9th Street | City of Rancho Cucamonga | Two-Way-Stop | AM        | -                                                    | 11 / B                                                 |
|                                     |                          |              | PM        | -                                                    | 12 / B                                                 |

Notes:

1. Whole intersections weighted average stopped delay expressed in seconds per vehicle for signalized and all-way stopped controlled intersections. Worst lane delay reported for two-way-stop controlled intersections.
2. Delay operations were calculated using HCM 7th methodologies.
3. Bold represents LOS below acceptable standards.

Source: Fehr & Peers 2024b.

The results of the analysis indicate that one study location operates below the City's acceptable LOS standard under Future Year (2040) Plus Project conditions. The intersection of Baker Avenue and 8th Street (Intersection 6) is unsignalized and was assumed to be widened from two to four lanes (consistent with the 2020 RTP/SCS) under Future Year (2040) conditions. The intersection operates at LOS E in both the AM and PM peak hours. This intersection satisfies the peak hour traffic signal warrant under Future Year (2040) Plus Project conditions; therefore, it is recommended that the intersection is signalized, which would result in the intersection operating at LOS B in the AM and PM peak hours.

Due to the project's contribution to the increase in delays at these intersections, a new signal and street widening would be required for the Baker Avenue & 8th Street intersection (Intersection 6), and signal timing optimization for the two intersections (Intersection 1 and Intersection 3) along Vineyard Avenue. Upon implementation of these improvements, the average delay at all three intersections would be LOS D or better, which would comply with the City's policy and TIA Guidelines.

## Mitigation Measures

No mitigation is required.

**Threshold 2:** Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

**Impact TRA-2** THE PROJECT-GENERATED VMT PER SERVICE POPULATION WOULD NOT EXCEED THE CITY'S BASELINE VMT PER SERVICE POPULATION DURING BASE YEAR OR CUMULATIVE YEAR CONDITIONS, AND THE BASE YEAR AND CUMULATIVE YEAR VMT PER SERVICE POPULATION WOULD NOT INCREASE IN THE CITY OR WITHIN A 5-MILE OR 10-MILE RADIUS AROUND THE PROJECT SITE UNDER PLUS PROJECT CONDITIONS. AS SUCH, THE PROJECT'S VMT IMPACT IS LESS THAN SIGNIFICANT.

## Construction

Construction of the project is a temporary activity not associated with a specific land use. Although there would be vehicle trips and VMT associated with construction workers, demolition and transport of materials and equipment, these activities do not fall squarely into the primary goals of SB 743, to reduce reliance on individual automobiles and promote multi-modal transportation networks through effective land use planning. In addition, construction activities are captured in the analysis of air quality and greenhouse gas emissions and within other sections of this Draft EIR.

## Operations

SB 743 changed how traffic impacts are evaluated for CEQA purposes. The new rules supersede the LOS criteria for measuring traffic impacts, replacing them with VMT metrics. Section 15064.3 of the CEQA Guidelines must be implemented statewide by January 1, 2019 and public agencies may elect to adopt VMT thresholds of significance.

Project-generated VMT estimates were prepared using the PA method for the Base Year and Future Year Plus Project scenarios. PA project-generated VMT estimates are presented in Table 4.16-11. For this analysis, PA VMT represents VMT per employee (commute VMT).

**Table 4.16-11 Project-Generated PA VMT Estimates**

| Scenario                 | Project TAZ | Project Total Employment | PA VMT (Attraction) for Project TAZ | VMT per Employee |
|--------------------------|-------------|--------------------------|-------------------------------------|------------------|
| Base Year Plus Project   | 53664302    | 854                      | 13,632                              | 16.0             |
| Future Year Plus Project | 53664302    | 854                      | 13,099                              | 15.3             |

Note: VMT per Employee = Commute VMT for project

Project effect on VMT was estimated using the boundary method for the Base Year and Future Year with and without project scenarios for three specific geographies (citywide, 5-mile radius from the project, and 10-mile radius from the project). Project-effect on VMT estimates for the Base Year and Future Year scenarios are shown in Table 4.16-12 and Table 4.16-13, respectively.

**Table 4.16-12 Base Year Project Effect on VMT Estimates**

|                                             | Without Project | With Project |
|---------------------------------------------|-----------------|--------------|
| City Boundary VMT                           | 3,751,135       | 3,756,803    |
| City Service Population                     | 263,882         | 264,736      |
| City Boundary VMT per Service Population    | 14.2            | 14.2         |
| 5-Mile Boundary VMT                         | 10,627,101      | 10,634,359   |
| 5-Mile Service Population                   | 578,066         | 578,920      |
| 5-Mile Boundary VMT per Service Population  | 18.4            | 18.4         |
| 10-Mile Boundary VMT                        | 25,937,812      | 25,943,525   |
| 10-Mile Service Population                  | 1,407,387       | 1,408,241    |
| 10-Mile Boundary VMT per Service Population | 18.4            | 18.4         |

Note: Service Population = Total Employment + Population.

**Table 4.16-13 Base Year Project Effect on VMT Estimates**

|                                             | Without Project | With Project |
|---------------------------------------------|-----------------|--------------|
| City Boundary VMT                           | 3,751,135       | 3,756,803    |
| City Service Population                     | 263,882         | 264,736      |
| City Boundary VMT per Service Population    | 14.2            | 14.2         |
| 5-Mile Boundary VMT                         | 10,627,101      | 10,634,359   |
| 5-Mile Service Population                   | 578,066         | 578,920      |
| 5-Mile Boundary VMT per Service Population  | 18.4            | 18.4         |
| 10-Mile Boundary VMT                        | 25,937,812      | 25,943,525   |
| 10-Mile Service Population                  | 1,407,387       | 1,408,241    |
| 10-Mile Boundary VMT per Service Population | 18.4            | 18.4         |

Note: Service Population = Total Employment + Population.

As shown in Table 4.16-12 and Table 4.16-13, the addition of the project does not result in VMT per service population increasing or decreasing in the city or within a five-mile and 10-mile radius around the project site. Therefore, the project-generated VMT per service population does not exceed the City's baseline VMT per service population during Base Year or Cumulative Year conditions; as such, the project-level VMT impacts level are less than significant. As for City-level impacts, Base Year and Cumulative Year VMT per service population do not increase in the City or within a five-mile and 10-mile radius around the project site under Plus Project Conditions; therefore, City-level impacts are also less than significant.

### Mitigation Measures

No mitigation is required.

|                                                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 3:</b> Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**Impact TRA-3 THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

### Construction Impacts

Construction impacts associated with the project would temporarily restrict vehicular traffic or cause temporary hazards. Construction operations would be required to implement appropriate and feasible measures to facilitate the passage of people and vehicles through/around any required road or lane closures or implement detours if needed. Site-specific activities, such as temporary construction activities, are approved on a project-by-project basis by the City and are required to ensure adequate traffic flow. At the time of approval of any site-specific development plans required for the construction of infrastructure, the project would be required to comply with the City requirements including obtaining a lane closure permit, encroachment permit, and/or other measures that would maintain traffic flow and access through standard conditions of approval that would be placed on project buildout. The project does not propose the use of agricultural equipment that would lead to incompatible uses. Furthermore, the traffic control measures as required by the City would be implemented as necessary to maintain adequate circulation.

Overall, on-site construction activities would not substantially increase hazards due to a geometric design feature or incompatible uses. In consideration of project design features, potential construction-related transportation hazards would be less than significant.

## Operation Impacts

The post project condition would generally maintain the existing roadway network, with the exception of improvements to the intersection of Vineyard Avenue and 9th Street. All proposed modifications would be compliant with the City of Rancho Cucamonga relevant regulatory agency development standards, requirements, and regulations as stated above in Threshold 4.16-1. Roadway improvements in and around the project site would be designed and constructed to meet all City requirements for street widths, corner radii, and intersection control as well as incorporate design standards tailored specifically to project access requirements that would result in the safe and efficient flow of traffic within and throughout the project site. Adhering to the City's regulatory requirements for general street alignments, circulation/mobility would ensure that the project would not include any sharp curves for the public and project uses, or create dangerous intersections, or design hazards. Additionally, modifications to the other intersections are necessary to improve traffic congestion, truck movement, and existing road conditions around the project site.

Overall, construction and operation activities would not substantially increase hazards due to a geometric design feature or incompatible uses; therefore, impacts would be less than significant.

## Mitigation Measures

No mitigation is required.

|                                                                              |
|------------------------------------------------------------------------------|
| <b>Threshold 4:</b> Would the project result in inadequate emergency access? |
|------------------------------------------------------------------------------|

**Impact TRA-4 THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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## Construction Impacts

The project would not result in any significant emergency access impacts during construction. In case of an emergency, the construction manager would have assigned staff to flag emergency response vehicles and direct them to the emergency location. Unimpeded access would be maintained throughout the project site and work vehicles and equipment would be prohibited from parking or being placed in a manner that would impede emergency response vehicle access. Site conditions, during and after the workday, would be either maintained or left in a condition that adheres to Division of Occupational Safety and Health (OSHA) safety standards to prevent any hazardous condition that would affect construction staff and emergency responders.

Access roads to the site would be constructed throughout the project site for construction staff/inspectors, construction equipment and materials delivery/removal, and emergency response vehicles. The proposed driveways on 9th Street and Vineyard Avenue would be kept or maintained in such a condition to allow for safe passage of emergency response vehicles.

In summary, the project's adherence to applicable City laws and regulations, and provision of many access points, would not result in inadequate emergency access during project-related construction activities.

## Off-Site Construction

The off-site improvements would potentially cause delays for traffic during construction outside of the project area. As discussed in Section 4.16.1b, Vineyard Avenue is designated as a major truck route. Additionally, there would be some potential delays for emergency vehicles during construction due to traffic. Therefore, the applicant would implement necessary traffic control measures to alleviate congestion in conformance with the City's construction permit, lane closure permit, and encroachment permit requirements.

## Operation Impacts

The project design includes three access points that would allow emergency vehicles to enter the site at different locations. Vehicle circulation on the project site would provide adequate width and turn radius for emergency vehicles, and project site plans would be reviewed and approved by City staff and the Rancho Cucamonga Fire District prior to construction. Therefore, the project's potential impacts related to emergency access are less than significant.

## Mitigation Measures

No mitigation is required.

### 4.16.4 Cumulative Impacts

As summarized in Section 3, *Environmental Setting*, of this Draft EIR, there are 10 planned and pending projects in the City of Rancho Cucamonga and Ontario within a one-mile radius of the project site.

As identified in the analysis presented under Threshold a, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to the SCAG RTP/SCS, the Rancho Cucamonga General Plan, and the RCMC, as applicable. Accordingly, cumulative impacts would be less than significant. Even if cumulative development projects are in conflict, the project would not contribute to a cumulative impact and thus would not be cumulatively considerable because the project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

As discussed under Threshold b, the project-generated VMT per service population does not exceed the City's baseline VMT per service population during Cumulative Year conditions; therefore, project-level impacts are less than significant. As for City-level impacts, Cumulative Year VMT per service population does not increase in the City or within a five-mile and 10-mile radius around the project site under Plus Project Conditions; therefore, city-level impacts are less than significant on a cumulative basis. As further discussed in Section 4.12 of this Draft EIR, the projected employment generation resulting from the project is within the total number of jobs projected by the current SCAG RTP/SCS and is consistent with the underlying employment assumptions upon which the current RTP/SCS was based. As such, the project's contribution to cumulative impacts for VMT is less than significant.

The project would have less-than-significant impacts related to hazards from design or incompatible uses during construction and operation, and with respect to emergency access, with adherence to applicable regulations. None of the cumulative projects listed on Table 3-1, *Cumulative Projects List*, and shown on Figure 3-1, *Cumulative Projects*, are at a location that would otherwise result in

potentially cumulative impacts related to hazards from design or incompatible uses. Additionally, each cumulative project would be required to comply with applicable regulations related to the use of designated truck routes for construction and operation, and emergency access which are in place to ensure impacts are less significant. Thus, the project would not result in a considerable contribution to cumulative impacts for these issues, when considered with the cumulative projects that are planned, proposed, or under construction in the vicinity of the project site.



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## 4.17 Tribal Cultural Resources

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This section identifies and evaluates the project's potential impacts to tribal cultural resources as defined in Public Resources Code (PRC) Section 21074. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House.

The analysis in this section is based on the results of consultation with California Native American Tribes conducted by the City of Rancho Cucamonga for the project, as required by the *CEQA Guidelines* as amended by Assembly Bill (AB) 52. The Native American AB 52 consultation documentation is provided in Appendix L of this document. In addition, the analysis in this section used the *Cultural Resource Study Findings Memorandum for the 9th and Vineyard Development Project* prepared by ASM Affiliates on April 30, 2020 (ASM Affiliates 2020; see Appendix D-1 of this EIR).

### 4.17.1 Setting

#### a. Ethnographic Context

Native Americans commonly known as the Gabrielino lived in the area that is now Rancho Cucamonga/Ontario during the Late Prehistoric period when ethnographers and ethnohistorians began writing about the area. This name was derived from their association with the San Gabriel Valley and the Mission San Gabriel de Archangel. The city itself is named after the Gabrielino village of Kukamo or Cucamonga, which was located at the eastern extent of the Tribe's territory. The name is thought to mean "sandy place." The Gabrielino language is derived from the Takic family, part of the Uto-Aztecan linguistic stock.

The ethnographic Gabrielino established large, permanent villages in the fertile lowlands along rivers and streams and in sheltered areas along the coast. Seasonal migration was practiced across the area as a result of resource gathering patterns and changes in seasonal weather conditions. Their ethnographic homeland encompassed the greater Los Angeles Basin, the coastal regions from Topanga Canyon in the north to perhaps as far south as Aliso Creek, as well as San Clemente, San Nicholas, and Santa Catalina Islands. The ethnographic Gabrielino used numerous styles of bows, bedrock mortars, portable mortars, metates, manos, and various forms of chipped stone tools for hunting, gathering, and food processing.

The Mexican-American War ended on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo, which established California as a United States possession and provided for the retention of private lands held by the conquered Mexicans. In 1851, the United States required that the courts approve all Hispanic land grants; however, many of the land grants were not approved and the division of many of the larger ranchos occurred. The effects of mission influence upon the local native populations were devastating. The reorganization of their culture alienated them from their traditional subsistence patterns and social customs. European diseases, against which the Tribes had no immunities, reached epidemic proportions and Gabrielino populations were decimated. By 1900, they had almost ceased to exist as a culturally identifiable group. Although most surviving Gabrielino

submitted to the Spanish and were incorporated into the mission system, some refused to give up their traditional lifeways and escaped into the interior regions of the State.

Another group that inhabited lands near the project site include the ethnographic Serrano. The ethnographic Serrano homeland encompassed the area east of the Gabrielino, generally across the San Bernardino Mountains. However, the ethnographic boundaries of their territory are not as reliably defined due to a lack of historical records and a more mobile settlement pattern than the Gabrielino. The territory roughly encompassed the base of the San Bernardino Mountains from the Cajon Pass, north to present-day Victorville, east to Twentynine Palms, and south to the Yucaipa Valley. The name “Serrano” derived from the Spanish word for highland or mountain and is used to refer to the linguistic group in the Takic family. The Serrano people can be specifically characterized as one of three subgroups: the Kitanemuk, who lived around Tejon and Paso creeks, the Alliklik who lived within the vicinity of the Santa Clara River, and the Vanyume who lived along the Mohave River. The ethnographic Serrano were organized loosely into exogamous clans; however, their social structure is not well known. Each clan had a hereditary leader called a *kika* and a hereditary assistant chief that had ceremonial functions called a *paha’*. Other spiritual leaders also had positions of power in the clan.

Part of the ethnographic Serrano’s daily life involved gathering, hunting, and fishing for food. Depending on the environment, common food staples included acorns, piñon nuts, honey, mesquite, yucca, cactus, and chia seeds. Deer, mountain sheep, antelope, rabbits, other small rodents, and birds were also commonly hunted. Like the Gabrielino, bows and arrows were used to hunt for large game and curved throwing sticks, traps, snares, and deadfalls were used for smaller game. Due to a lack of reliable year-round water sources, the ethnographic Serrano lived in smaller villages compared to the ethnographic Gabrielino. They also largely lived in circular houses with thatched roofs; however, many of their daily activities took place within ramadas, which provided shade and blocked the wind. The house was primarily used for sleeping and storage. The ethnographic Serrano made tools from shell, wood, bone, stone, pottery, and plant fibers.

## **b. Assembly Bill 52 and SB 18 Consultation**

The City initiated AB 52 consultation on May 5, 2020, by mailing letters via certified mail to the six Native American contacts for AB 52 consultation. In addition, one of the six Native American Contacts (San Manuel Band of Mission Indians) was also sent a letter for SB 18 consultation on May 21, 2020. The Native American tribes that received letters via certified mail included the following:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Morongo Band of Mission Indians
- San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians
- Soboba Band of Luiseno Indians
- Torres Martinez Desert Cahuilla Indians

The letters stated that tribal contacts had until June 10, 2020 to request in writing, AB 52 consultation regarding the project, and until August 10, 2020 to request in writing, SB 18 consultation regarding the project. Follow up correspondences were conducted in July and August 2020.

<sup>1</sup> Specifics of these requirements are discussed further below.

The City received an email correspondence to the AB 52 consultation request from the San Manuel Band of Mission Indians on June 19, 2020 stating that the project site is within the Serrano ancestral territory and that the project could impact known archaeological/cultural sites. However, due to the nature and location of the project, and given the San Manuel Cultural Resources Management Department's understanding, the San Manuel Band of Mission Indians did not have any concerns with the project's implementation. The correspondence included the San Manuel Band of Mission Indians Cultural Resources Department proposed language to include as part of the project/permit/plan conditions. More specifically, the correspondence included mitigations for addressing unexpected discoveries of cultural resources and human remains. Lastly, the correspondence stated that the San Manuel Band of Mission Indians' input was concluded at that time and no additional consultation pursuant to CEQA was required unless an unanticipated discovery of cultural resources is made during project implementation.

On July 1, 2020, the City received a second email correspondence from the San Manuel Band of Mission Indians stating they also received the SB 18 notice, and stated the Tribe did not have concerns and they did not elect to consult with the City on this project.

On August 31, 2020, the City received an email correspondence from the Gabrieleño Band of Mission Indians – Kizh Nation stating that the City could use the Tribes' proposed recommendations for the project for the protection of tribal cultural resources and reducing potential impacts to those tribal cultural resources. In addition, the response stated that there would be no need for consultation. Specifically, the Gabrieleño Band of Mission Indians – Kizh Nation's mitigations recommend that the project applicant retain and compensate a Tribal monitor approved by the Gabrieleño Band of Mission Indians – Kizh Nation Tribal Government to monitor all ground disturbing activities. In addition, there are mitigations for addressing unexpected discoveries of cultural resources and human remains. Specifically, the Gabrieleño Band of Mission Indians – Kizh Nation proposed recommendations state:

**Retain a Native American Monitor/Consultant:** The project applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve initial ground disturbing activities at least 1 foot below existing grade. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area at least one foot below existing grade. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site's initial grading and excavation activities at least one foot below existing grade are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

**Public Resources Code Sections 21083.2(b)** for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. 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, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

**Unanticipated Discovery of Human Remains and Associated Funerary Objects:** Native American human remains are defined in PRC Section 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC Section 5097.98, are also to be treated according to this statute. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC and PRC Section 5097.98 shall be followed.

**Resource Assessment & Continuation of Work Protocol:** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by State law who will then appoint a Most Likely Descendent (MLD).

**Kizh-Gabrieleño Procedures for burials and funerary remains:** If the Gabrieleño Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

**Treatment Measures:** Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material.

If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

**Professional Standards:** Archaeological and Native American monitoring and excavation during construction projects will 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 must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in Southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

As of the date of this document, no further correspondence has been received by the City.

## **a. Background Research**

### **Sacred Lands File Review**

The NAHC is a Statewide Trustee Agency for the protection and preservation of Native American cultural resources pursuant to PRC Section 21070. The Sacred Lands File (SLF) search is a search of recorded Native American sacred sites and burial sites as defined by the NAHC and PRC Sections 55097.94(a) and 5097.96. The following summarizes the results of an SLF search conducted by the NAHC for the project site. ASM Affiliates sent a request to the NAHC to search their SLF to determine whether their files contained any information relating to the presence of Native American cultural resources within the project site (ASM Affiliates 2020). Response from the NAHC was received on July 12, 2019, indicating that no such resources were found as a result of the SLF search. However, the absence of specific site information in the SLF does not indicate the absence of Native American cultural resources within the project area. Consultation letters were sent to Native American contacts as previously described.

### **California Historical Resources Information System Review**

A record search conducted by ASM Affiliates at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) identified 48 previously conducted cultural resources studies and 46 previously recorded cultural resources within a one-mile radius of the project site (ASM Affiliates 2020). One extant resource remains within the project site which is the residential building at 8803 Baker Avenue (the Baker House). Refer to Section 4.5, *Cultural Resources*, for additional information regarding these resources. All but two of the 46 resources within the record search radius are from the historical period. The two pre-contact era sites were documented north of the project site and consist of lithic scatters and bedrock milling features.

## 4.17.2 Regulatory Setting

### a. State Regulations

#### **Assembly Bill 52**

AB 52 was approved on September 25, 2014. The act amended PRC Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21074(a)(1) and (2) define tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe” that are either included or determined to be eligible for inclusion in the California Register of Historical Resources (CRHR) or included in a local register of historical resources, or a resource that is determined to be a tribal cultural resource by a lead agency, in its discretion and supported by substantial evidence. A tribal cultural resource is further defined by PRC Section 21074(b) as a cultural landscape that meets the criteria of subdivision (a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. PRC Section 21074(c) provides that a historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

PRC Section 21080.3.1(b) and (c) require that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern. According to PRC Section 21083.2(d) and (e), tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency’s formal notification and the lead agency must begin consultation within 30 days of receiving the tribe’s request for consultation.

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the project’s impacts on any tribal cultural resources; project alternatives or appropriate measures for preservation; and mitigation measures. According to PRC Section 21083.2(b), consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

In addition to other CEQA provisions, based on PRC Sections 21082.3(d)(2) and (3), the lead agency may certify an EIR or adopt a MND for a project with a significant impact on an identified tribal cultural resource, only if a California Native American tribe has requested consultation pursuant to PRC Section 21080.3.1 and has failed to provide comments to the lead agency, or requested a consultation but failed to engage in the consultation process, or the consultation process occurred and was concluded as described above, or if the California Native American tribe did not request consultation within 30 days.

PRC Section 21082.3(c)(1) states that any information, including, but not limited to, the location, description, and use of tribal cultural resources, that is submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public without the prior consent of the tribe that provided the information. If the lead agency publishes any information submitted by a California Native American tribe during the consultation or environmental review process, that information shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public.

According to PRC Section 21082.3(c)(2)(B), confidentiality does not apply to data or information that are, or become publicly available, are already in lawful possession of the project applicant before the provision of the information by the California Native American tribe, are independently developed by the applicant or the applicant's agents or are lawfully obtained by the project applicant from a third party that is not the lead agency, a California Native American tribe, or another public agency.

### **California Penal Code**

California Penal Code Section 622.5 provides the following: "Every person, not the owner thereof, who willfully injures, disfigures, defaces, or destroys any object or thing of archeological or historical interest or value, whether situated on private lands or within any public park or place, is guilty of a misdemeanor."

### **Senate Bill 18**

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the NAHC. As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

The project involved a proposed General Plan Amendment and Zone Change when letters were mailed on May 5, 2020. Since then, the City has revised the General Plan to where these amendments are no longer necessary. Therefore, SB 18 consultation no longer applies to the project; however, SB 18 consultation is documented in this section for informational purposes.

## **4.17.3 Impact Analysis**

### **a. Significance Thresholds**

In accordance with Appendix G of the *CEQA Guidelines*, a project would result in a significant impact related to tribal cultural resources if it would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:



- Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## b. Methodology

The presence and significance of a potential tribal cultural resource is determined through consultation between lead agencies and local California Native Americans. Impacts to tribal cultural resources are highly dependent on the nature of the resource but, in general, could occur if there is destruction or alteration of a resource and its surroundings, restricted access to a resource, or other disturbances.

A records search of the CHRIS at the SCCIC for the project was conducted as part of the 2020 ASM Affiliates study. The records search consisted of a review of recorded archaeological and built-environment resources, as well as a review of cultural resource reports on file. In addition, a records search of the NAHC's SLF and AB 52 and SB 18 consultation was also completed.

Pertinent academic and ethnographic literature was also reviewed for information pertaining to past Native American use of the project area. As set forth in PRC Section 21074, tribal cultural resources are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

## c. Project Impacts

|                     |                                                                                                                                                                                                                                                                                                                                              |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Threshold 1:</b> | Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?                                                               |
| <b>Threshold 2:</b> | Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in PRC Section 21074 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 PRC Section 5024.1? |

**Impact TCR-1      THE PROJECT INVOLVES GROUND DISTURBING CONSTRUCTION ACTIVITIES THAT HAVE THE POTENTIAL TO IMPACT UNKNOWN TRIBAL CULTURAL RESOURCES AND CHANGE THE SIGNIFICANCE OF UNKNOWN TRIBAL CULTURAL RESOURCES. WITH IMPLEMENTATION OF MITIGATION MEASURES, POTENTIAL IMPACTS TO UNKNOWN TRIBAL CULTURAL RESOURCES WOULD BE LESS THAN SIGNIFICANT.**

Although no tribal cultural resources have been identified within the project area, as a result of AB 52 and SB 18 consultation, the San Manuel Band of Mission Indians requested mitigation measures for addressing unexpected discoveries of cultural resources and human remains. In addition, the Gabrieleño Band of Mission Indians – Kizh Nation requested mitigation measures for addressing unexpected discoveries of cultural resources and human remains, and also requested measures that state the project applicant would retain a Tribal monitor approved by the Gabrieleño Band of Mission Indians – Kizh Nation Tribal Government to monitor all ground disturbing activities.

The mitigation measures below have been created to include both consulting Tribes recommendations as best as possible, while also keeping with the mitigation standards and the regulatory framework under which the project falls.

Implementation of the project could result in disturbance or destruction of unknown buried tribal cultural resources that were not located during previous study and site evaluation. Mitigation Measures TCR-1 through TCR-4 include measures that would ensure the protection of any unknown or inadvertently discovered tribal cultural resources. All such finds would be required to be treated in accordance with all CEQA requirements and all other applicable laws and regulations. With implementation of these measures, impacts in this regard would be less than significant.

## **Mitigation Measures**

### *TCR-1 Tribal Cultural Resources Monitoring and Treatment Plan*

The consulting Tribes shall be contacted regarding any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended in 2015), a cultural resource monitoring and treatment plan shall be created by a qualified archaeologist, in coordination with the consulting Tribes, and all subsequent finds shall be subject to this plan. The plan shall allow for a monitor that represents the consulting Tribes to be present for the remainder of the project, should the consulting Tribes elect to place a monitor on-site.

### *TCR-2 Dissemination of Information*

Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and City of Rancho Cucamonga for dissemination to the consulting Tribes prior to the start of construction. If additional information or documents are obtained during the ground-disturbing activities, the City shall provide all pertinent information to the consulting Tribes within three business days of receipt of the new information.

### *TCR-3 Retain a Tribal Monitor/Consultant*

The applicant shall retain the services of a Tribal monitor/consultant from at least one of the consulting tribes. If both Tribes want to monitor, it will be done on a weekly rotating basis (one tribe one week, the other tribe the next week). In the event of a find, information regarding the find shall be disseminated to both Tribes. The monitor/consultant will only be present on-site during the construction phases that involve initial ground disturbing activities at least one foot below existing grade. The Tribal monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site's initial grading and excavation activities at least one foot below existing grade are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

### *TCR-4 Discovery of a Unique Archaeological Resources*

In the event cultural materials that could be considered a unique archaeological resource are discovered during project construction, the qualified archaeologist shall be consulted to determine

the treatment procedure. Preservation in place (i.e., avoidance) is the preferred manner of treatment; however, if the qualified archaeologist determines that preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to collect cultural materials and then process and analyze those materials.

### **Significance After Mitigation**

With implementation of Mitigation Measures TCR-1 through TCR-4, impacts to tribal cultural resources would be less than significant.

#### **4.17.4 Cumulative Impacts**

For purposes of cumulative impact analysis to tribal cultural resources, the geographic context for cumulative analysis is regional and considers both direct and indirect impacts over a wide area. However, the discussion is focused on the project's potential for resulting in site-specific impacts that could contribute to a cumulative loss. Accordingly, impacts are site-specific and not generally subject to cumulative impacts unless multiple projects impact a common resource, or an affected resource extends off-site. With this consideration, the cumulative analysis for tribal cultural resources considers whether the project, in combination with the past, present, and reasonably foreseeable projects, could cumulatively affect any common tribal cultural resource.

As discussed above, the NAHC determined that there are no known Native American cultural resources within the immediate project site. However, the potential exists for undiscovered tribal cultural resources to be adversely impacted during groundbreaking activities. In the event that a potential tribal cultural resource is found, the project would implement the previously discussed mitigation measures derived from consultation with the San Manuel Band of Mission Indians and the Gabrieleño Band of Mission Indian – Kizh Nation that would mitigate potential impacts to the found tribal resource. Therefore, project impacts would be reduced to a less than significant level.

In addition, the cumulative development projects shown in Section 3, *Environmental Setting*, have the potential to encounter/adversely affect tribal cultural resources. Potential tribal cultural resource impacts associated with other development projects would be site-specific and would undergo individual environmental and design review pursuant to CEQA in order to evaluate potential impacts. The proposed project as well as past, present, and reasonably foreseeable projects in the City and San Bernardino County were or would be required to comply with all applicable City, County, State, and federal regulations concerning preservation, salvage, or handling of cultural resources, including compliance with required mitigation. This also includes project-specific consultation with the appropriate tribal representatives to discuss mitigation measures that would be included to mitigate impacts to tribal cultural resources. In addition, implementation of Mitigation Measures TCR-1 through TCR-4 would reduce project-specific impacts to a less than significant level. Therefore, the project's contribution to cumulative impacts on tribal cultural resources would be less than significant.

The proposed project and cumulative projects would involve ground disturbing activities which could encounter human remains. If human remains are found, the proposed project and cumulative projects would be required to comply with the State of California Health and Safety Code Section 7050.5. With adherence to existing regulations relating to human remains, cumulative impacts would be less than significant and the proposed project's impacts would not be cumulatively considerable.

## 4.18 Utilities and Service Systems

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This section analyzes impacts related to the provision of facilities for utilities and service systems, including water supplies, wastewater, solid waste, storm water conveyance, electric power, natural gas, and telecommunications facilities, associated with the implementation of the project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. The analysis is based on information from the *Water Supply Assessment for CP Logistics Vineyard LLC 9th & Vineyard Development Project* prepared by Valued Engineering, Inc., dated November 2023 (Valued Engineering 2023; Appendix I-2).

### 4.18.1 Setting

#### **a. Water Supply**

The Cucamonga Valley Water District (CVWD) provides water service to an approximately 46 square mile service area that includes Rancho Cucamonga and a portion of the cities of Upland, Ontario, Fontana, and some unincorporated areas of San Bernadino County. CVWD serves approximately 190,000 customers within its 46 square mile service area as of 2023 (CVWD 2023).

CVWD's water supply sources include groundwater pumped from the Chino Basin and Cucamonga Basin; untreated, imported surface water from Metropolitan Water District of Southern California purchased through Inland Empire Utilities Agency (IEUA) treated at the District's treatment plant; local surface water from Cucamonga Canyon, Day/East Etiwanda Canyon, and Deer Canyon; and recycled water purchased through IEUA. The majority of CVWD's water supply is groundwater pumped from Chino Basin and imported surface water. Groundwater accounts for approximately 47 percent of supplied water and imported water accounts for approximately 45 percent of supplied water. The rest of CVWD's water supply comes from a combination of canyon water, surface water, and recycled water (CVWD 2021).

#### **b. Wastewater Treatment**

Wastewater generated in Rancho Cucamonga is collected within CVWD's local sewer collection system and treated by IEUA. Although local sewer systems within CVWD's service area are owned and operated by CVWD, IEUA contracts with seven agencies, including CVWD, for wastewater collection, treatment, and disposal. Wastewater collected from CVWD is delivered to two IEUA regional treatment plants: Regional Treatment (RP) No. 1 and RP No. 4. RP No. 1 has a wastewater treatment capacity of 44 million gallons per day (MGD), whereas RP No. 4 has a wastewater treatment capacity of 14 MGD (CVWD 2021). At IEUA regional treatment plants, wastewater is subject to tertiary-level water treatment, an advanced process that produces effluent suitable for re-use that meets or exceeds Title 22 recycled water quality standards (Rancho Cucamonga 2021b).

### **c. Stormwater**

Rancho Cucamonga's storm drainage and flood control system provides both regional and local drainage. The City, through its Engineering Services and Public Works Services Departments, is responsible for the localized facilities, whereas the San Bernardino County Flood Control District is responsible for regional flood control facilities. Together, the City and the San Bernardino County Flood Control District coordinate the preparation of regional drainage plans. The City's drainage plans provide a drainage system consisting of regional mainline, secondary regional, and master plan facilities that will adequately convey a 100-year storm event based upon certain drainage criteria (Rancho Cucamonga 2021b).

In Rancho Cucamonga, National Pollutant Discharge Elimination System (NPDES) permits for municipal stormwater discharges are issued by the Santa Ana Regional Water Quality Control Board (RWQCB) as part of its stormwater program. The Santa Ana Region issues permits to three counties—Orange, Riverside, and San Bernardino—and all incorporated cities within those counties. The City is a co-permittee under the regional NPDES permit for municipal stormwater discharges in San Bernardino County. Current stormwater retention and filtration requirements address waterway and groundwater pollution from new development (Rancho Cucamonga 2021b).

As discussed in Section 4.10, *Hydrology and Water Quality*, the Cucamonga Creek flood control channel (Cucamonga Creek) is located directly east of the project site, forming its northeastern border. Cucamonga Creek is classified as a non-wetland water of the United States/State jurisdictional by the United States Army Corp of Engineers (USACE) and RWQCB and an intermittent streambed jurisdictional by the California Department of Fish and Wildlife (CDFW). Cucamonga Creek remains concrete-lined for approximately 10.3 miles downstream of the project site, where it becomes a natural (not concrete-lined) intermittent stream. The portion of the Cucamonga Creek that borders the project site was constructed as part of a permanent flood control project by the USACE to confine and control the creek.

### **d. Solid Waste**

Waste and recycling services to the project site would be provided by Burrtec Waste Industries. Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF), located approximately 5.75 miles east of the project site at 13373 Napa Street in the City of Fontana (City of Rancho Cucamonga 2021b). Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill located at 2390 North Alder Avenue in the City of Rialto. Mid-Valley Landfill has a daily permitted capacity of 7,500 tons per day (tons/day), a remaining capacity of 61,219,377 cubic yards (cy) and is operating at approximately 60 percent of permitted capacity (California Department of Resources and Recycling and Recovery [CalRecycle] 2023).

### **e. Electricity and Natural Gas**

Electrical service in Rancho Cucamonga is primarily provided by Southern California Edison (SCE) whereas portions of the City are served by the City-owned Rancho Cucamonga Municipal Utility (RCMU). The project site's electrical service is provided only by SCE. As discussed in Section 4.6, *Energy*, in 2021, SCE's power mix consisted of 31.4 percent renewable resources (biomass, geothermal, small hydroelectric, solar, and wind), 22.3 percent natural gas, 9.2 percent nuclear, 2.3 percent large hydroelectric facilities, and 34.6 percent unspecified power (i.e., electricity that has been purchased through open market transactions and is not traceable to a specific generation source (California Energy Commission [CEC] 2021a).

Natural gas service in Rancho Cucamonga is provided by Southern California Gas (SoCalGas). As discussed in Section 4.6, *Energy*, residential users accounted for approximately 44 percent of SoCalGas' natural gas consumption. Industrial and commercial users accounted for another 32 percent and 17 percent of consumption, respectively. The remainder was used for agriculture, water pumping, mining, and construction activities (CEC 2021b).

#### **f. Telecommunications**

Frontier Communications provides telephone service to Rancho Cucamonga. Charter Communications provides cable television and internet services to Rancho Cucamonga and the surrounding area.

### **4.18.2 Regulatory Setting**

#### **a. Federal Regulations**

##### **Clean Water Act**

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the United States Environmental Protection Agency (USEPA) has implemented pollution control programs such as setting wastewater standards for the industry and has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters unless a permit was obtained. USEPA's NPDES permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

#### **b. State Regulations**

##### **Porter-Cologne Water Quality Control Act**

The Porter-Cologne Water Quality Control Act (Water Code Section 13000 et seq.) provides for statewide coordination of water quality regulations. The State Water Resources Control Board (SWRCB) was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the federal CWA. In addition, the RWQCB is responsible for administering the Porter-Cologne Water Quality Control Act.

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

## **California Urban Water Management Planning Act**

The California Urban Water Management Planning Act applies to municipal water suppliers that serve more than 3,000 customers or provide more than 3,000-acre feet per year (AFY) of water. The Planning Act requires these water suppliers to update their Urban Water Management Plan (UWMP) every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. The UWMP should include a description of existing and planned water sources, alternative sources, conservation efforts, reliability and vulnerability assessments, and a water shortage contingency analysis.

Pursuant to the UWMP Act, CVWD has adopted the 2020 UWMP. The 2020 UWMP describes the availability and reliability of water supplies for the district through 2040. CVWD also adopted the Water Shortage Contingency Plan which describes the actions that could be taken during a water shortage to reduce water demands.

## **Senate Bill 610**

In 2001, Senate Bill (SB) 610 amended the California Public Resources Code (PRC) to improve the link between information on water supply availability and certain land use decisions made by Cities and Counties. Under SB 610 (codified in the California Water Code beginning at Section 10910), unless the project is otherwise exempt, a Water Supply Assessment (WSA) must be furnished to cities and counties for inclusion in the environmental documentation of certain projects (as defined in the California Water Code), and these WSAs are subject to CEQA. SB 610 requires land use planning entities when evaluating certain large development projects, to request a water supply availability assessment from the entity that would provide water to the project. A WSA must be prepared in conjunction with the land use approval process associated with a project. In summary, a WSA must include an evaluation of the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands (including the demand associated with the project) over a 20-year horizon that includes normal, single-dry, and multiple-dry years. A WSA is required for any “project” that is subject to CEQA and meets certain criteria relative to size (e.g., a proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area). As required, a project specific WSA has been prepared for the project and is included in Appendix I-2 of this Draft EIR.

SB 610 also requires information to be included as part of a UWMP if groundwater is identified as a source of water available to the supplier. The information must include a description of all water supply projects and programs that may be undertaken to meet total projected water use. SB 610 prohibits eligibility for funds from specified bond acts until the plan is submitted to the State.

## **Senate Bill 221**

Whereas SB 610 requires a written assessment of water supply availability, SB 221 requires lead agencies to obtain written verification of sufficient water supply prior to approval of certain specified subdivision projects. For this purpose, water suppliers may rely on an UWMP (if a proposed project is accounted for within the UWMP), a WSA or other acceptable information that constitutes “substantial evidence.” “Sufficient water supply” is defined in SB 221 as the total water supplies available during normal, single-dry, and multiple-dry water years within the 20-year (or

greater) projection period that are available to meet the projected demand associated with a proposed project, in addition to existing and planned future uses.

## **California Building Code**

Updated every three years through a rigorous stakeholder process, Title 24 of the California Code of Regulations (CCR) requires California homes and businesses to meet strong energy efficiency and sustainability measures, thereby lowering their energy consumption. Title 24 contains numerous subparts, including Part 1 (Administrative Code), Part 2 (Building Code), Part 3 (Electrical Code), Part 4 (Mechanical Code), Part 5 (Plumbing Code), Part 6 (Energy Code), Part 8 (Historical Building Code), Part 9 (Fire Code), Part 10 (Existing Building Code), Part 11 (Green Building Standards Code, or CALGreen), Part 12 (Referenced Standards Code). The California Building Code (CBC) is applicable to all development in California (Health and Safety Code Sections 17950 and 18938[b]).

The regulations receive input from members of industry, as well as the public, with the goal of “[r]educing of wasteful, uneconomic, inefficient, or unnecessary consumption of energy” (PRC Section 25402). These regulations are scrutinized and analyzed for technological and economic feasibility (PRC Section 25402[d]) and cost effectiveness (PRC Sections 25402[b][2] and [b][3]).

### *Part 6 California Energy Code*

CCR, Title 24, Part 6 is the Energy Code. This code, originally enacted in 1978, establishes energy efficiency standards for residential and non-residential buildings to reduce California’s energy demand. It is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. New construction and major renovations must demonstrate their compliance with the current Building Energy Efficiency Standards through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC.

In 2021, the CEC updated Title 24 standards with more stringent requirements that became effective January 1, 2023. The building efficiency standards are enforced through the local plan check and building permit process. Local government agencies may adopt and enforce additional energy standards for new buildings as reasonably necessary due to local climatologic, geologic, or topographic conditions, provided these standards exceed those provided in Title 24.

The 2022 update to the Building Energy Efficiency Standards under Title 24 applies to buildings for which an application for a building permit is submitted on or after January 1, 2023. The updated standards mainly established electric-ready requirements when natural gas is installed, expanded solar photovoltaic and battery storage standards, and strengthened ventilation standards to improve indoor air quality.

### *Part 11 California Green Building Standards Code*

The California Green Building Standards Code, commonly referred to as “CALGreen” originally went into effect on August 1, 2009, and outlines architectural design and engineering principles that are in synergy with environmental resources and public welfare. CALGreen sets minimum standards for buildings, and since 2016, applies to new building construction and some alterations/additions within certain parameters. CALGreen establishes planning and design standards for sustainable site development, including water conservation measures and requirements that new buildings reduce water consumption by 20 percent below a specified baseline. CALGreen requires installations of



1.28 gallons-per-flush toilets and 0.5-gallon-per flush urinals for all non-residential projects as part of the prescriptive method of reducing indoor water use by the required 20 percent.

CALGreen lays out the minimum requirements for newly constructed residential and non-residential buildings to reduce GHG emissions through improved efficiency and process improvements. It also includes voluntary tiers to encourage building practices that improve public health, safety, and general welfare by promoting a more sustainable design. In addition, CALGreen includes several requirements related to solid waste diversion. Importantly, new non-residential construction is required to achieve at least 65 percent construction and demolition waste diversion and provide recycling areas for paper, cardboard, glass, plastics, metal, and organic waste. The 2022 CALGreen update primarily includes new requirements for the inclusion of electric vehicle charging stations and carbon dioxide monitoring and controls in classrooms. These requirements went into effect January 1, 2023.

### **California Integrated Solid Waste Management Act of 1989**

Assembly Bill (AB) 939 , the California Integrated Waste Management Act (CIWMA) of 1989, requires that local jurisdictions meet waste diversion goals and establish a framework for program implementation, solid waste planning, and solid waste facility and landfill compliance. The CIWMA of 1989 was primarily intended to encourage minimization of the volume of solid waste disposed of through “transformation” (including incineration, pyrolysis, distillation, and bioconversion) and land disposal through the establishment of solid waste diversion goals for all cities and counties.

### **c. Regional Regulations**

#### **Municipal Separate Storm Sewer System Permit**

In 2002, the Santa Ana RWQCB issued an NPDES Stormwater Permit and Waste Discharge Requirements (WDRs) (Order No. R8-2002-0012) under the CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage in the Upper Santa Ana River Watershed in San Bernardino and Riverside Counties. This permit expired on April 27, 2007, and was administratively extended. On January 29, 2010, the RWQCB adopted Order No. R8-2010-0036 (NPDES No. CAS618036), which renewed the NPDES Permit for San Bernardino County. This permit expired on January 29, 2015. On August 1, 2014, the San Bernardino County Flood Control District submitted a Report of Waste Discharge (ROWD) on behalf of San Bernardino County and 16 incorporated cities within San Bernardino County, which serves as the permit renewal for the NPDES permit.

The City of Rancho Cucamonga is subject to the waste discharge requirements of the NPDES Permit for San Bernardino County. The County and incorporated cities in the County are co-permittees under the NPDES permit and have legal authority to enforce the terms of the permit in their jurisdictions. The goal of the NPDES Permit and the related urban stormwater management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the County developed guidelines to control and mitigate stormwater quality and quantity impacts to receiving waters because of new development and redevelopment. The guidelines require individual development projects to prepare and implement WQMPs that identify post-construction best management practices (BMPs) to reduce discharges of pollutants into stormwater. The Municipal Separate Storm Sewer System (MS4) Permit also requires priority projects to identify Hydrologic Conditions of Concern associated with a project.

## **Construction General Permit**

Pursuant to CWA Section 402(p), which requires regulations for permitting of certain stormwater discharges, the SWRCB issued a Statewide general NPDES Permit for stormwater discharges from construction-sites (hereafter referred to as the Construction General Permit). Under the Construction General Permit, stormwater discharges from construction-sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the Construction General Permit.

Coverage under the Construction General Permit is accomplished by filing the Permit Registration Documents, which include a Notice of Intent (NOI), Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents required by the General Permit. All these documents must be electronically submitted to the SWRCB for General Permit coverage. The primary objectives of the SWPPP are to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges, and to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater discharges and authorized non-stormwater discharges from the construction-site. The SWPPP also outlines the monitoring and sampling program required for the construction-site to verify compliance with discharge Numeric Action Levels set by the Construction General Permit.

## **Industrial General Permit**

Order No. 2014-0057 DWQ for the Industrial General Permit became effective on July 1, 2015, and is an NPDES permit regulating discharges of stormwater associated with industrial activities, including those generated by the following:

- Facilities subject to stormwater effluent limitations guidelines, new source performance standards, or toxic pollutant effluent standards
- Manufacturing facilities
- Oil and gas/mining facilities
- Landfills and open dumps that receive industrial waste and land application-sites
- Hazardous waste treatment, storage, or disposal facilities
- Recycling facilities
- Steam electric generating facilities
- Transportation facilities
- Sewage or wastewater treatment works

This permit does not cover discharges from construction activities (which are covered under the Construction General Permit) but includes authorized non-stormwater discharges, such as fire hydrant and fire prevention or response system flushing; potable water sources (including potable water related to the operation, maintenance, or testing of potable water systems); drinking fountain water (including atmospheric condensates such as refrigeration, air conditioning, and compressor condensate); irrigation drainage and landscape watering; uncontaminated natural springs; seawater infiltration where the sea waters are discharged back into the seawater source; and incidental windblown mist from cooling towers. Other industrial discharges that are not covered by separate NPDES permits require individual NPDES permits or Waste Discharge Requirements (WDRs); WDRs are discussed below.

To obtain coverage under the Industrial General Permit, the facility operator must submit an NOI for each industrial facility, along with a site-specific SWPPP that identifies BMPs to reduce pollutants in the stormwater per the provisions of the General Industrial Permit. The permit identifies conditional exclusions for certain facilities that may obtain No Exposure Certification coverage; requires electronic reporting via the Stormwater Multiple Application and Report Tracking System (SMARTS); sets training qualifications for dischargers; includes requirements for the design storm standards for treatment-control BMPs; and establishes stormwater monitoring and sampling protocols. Also, it requires compliance with NAL; preparation of Exceedance Response Actions when a NAL is exceeded; and monitoring for 303(d) impairments when the facility contributes runoff to the impaired water body. Annual evaluation of the facility and regular monitoring of BMPs are also required and must be submitted/reported to the SWRCB.

On November 6, 2018, the State Water Board amended the Industrial General Permit Order 2014-0057- DWQ (as amended by Order 2015-0122-DWQ) to incorporate the following requirements: (1) federal sufficiently sensitive test method ruling; total maximum daily loads implementation requirements; and Statewide compliance options incentivizing on-site or regional stormwater capture and use. The new requirements became effective on July 1, 2020.

#### **d. Local Regulations**

##### **Cucamonga Valley Water District Urban Water Management Plan**

The 2020 CVWD UWMP was prepared in accordance with the California Urban Water Management Planning Act and describes the availability and reliability of water supplies for the district through 2040. The UWMP adopted the Water Shortage Contingency Plan and encourages active planning for future demand and available supplies of water resources, and reports on water conservation strategies during water shortages to meet the demands.

##### **Rancho Cucamonga General Plan**

The Public Facilities and Services chapter of the Rancho Cucamonga General Plan provides a guide to long-term planning of public facilities and services. The Resource Conservation chapter of the Rancho Cucamonga General Plan provides planning goals and policies related to resource conservation, including water resources. Goals and policies that relate to utilities and service systems and would apply to the project include the following:

###### *Public Facilities and Services*

**Goal PF-5 Water-Related Infrastructure.** Water and wastewater infrastructure facilities are available to support future growth needs and existing development.

**Policy PF-5.1 Water Treatment.** Support the efforts of the CVWD and San Bernardino County agencies to provide and expand water treatment facilities to treat local water sources from canyon surface waters and groundwater.

**Policy PF-5.2 Wastewater Treatment.** Consult with the Inland Empire Utilities Agency and the Cucamonga Valley Water District (CVWD) to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.

**Policy PF-5.3 Recycled Water.** Work with the CVWD to expand the recycled water program to include existing private development.

**Goal PF-6 Solid Waste.** The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.

**Policy PF-6.1 Recycling.** Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.

**Policy PF-6.2 Refuse Facilities.** Consult with public agencies and private contractors to ensure adequate organics processing facilities are available.

**Goal PF-7 Utility Infrastructure.** Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.

**Policy PF-7.1 Communications.** Expand access to high quality established and emerging communications technologies for individuals, businesses, educational institutions, and government functions.

**Policy PF-7.2 High Speed Internet.** Prioritize extending high speed internet into underserved lower income neighborhoods.

**Policy PF-7.3 Utility Equipment.** To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.

### *Resource Conservation*

**Goal RC-2 Water Resources.** Reliable, readily available, and sustainable water supplies for the community and natural environment.

**Policy RC-2.1 Water Supplies.** Protect lands critical to replenishment of groundwater supplies and local surface waters.

**Policy RC-2.2 Groundwater Recharge.** Preserve and enhance the existing system of stormwater capture for groundwater recharge.

**Policy RC-2.5 Water Conservation.** Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

## **Rancho Cucamonga Municipal Code**

According to Pre-Ordinance 982, Title 7, *Telecommunications Regulations*, of the Rancho Cucamonga Municipal Code (RCMC) establishes regulations for telecommunications services and systems. Title 7 establishes the City's authority to grant one or more non-exclusive cable television franchises and must not limit competition in telephone service.

Title 8, *Health and Safety*, of the RCMC establishes regulations, standards, and procedures for utilities, including solid waste collection. Solid waste reduction requirements are detailed in Chapter 8.15, *Mandatory Organic Waste Disposal Reduction*, of the RCMC. The chapter also requires compliance with the California Green Building Standards Code (CCR, Title 24, Part 11) as a condition of the City's permit approval. Additionally, the chapter also establishes the City's authorization to conduct inspections and investigations of solid waste and recycling collection containers, facilities, and related vehicles.

### 4.18.3 Impact Analysis

#### a. Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to utilities systems from implementation of the proposed project would be significant if it would:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects' projected demand in addition to the provider's existing commitments;
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

#### b. Methodology

In determining whether project implementation would result in impacts concerning utilities and service systems, this analysis considers the existing regulatory framework and baseline conditions characterized by readily available data from the public record, including local planning documents such as the Rancho Cucamonga General Plan. Information presented in this section is partially based on the Water Supply Assessment for CP Logistics Vineyard LLC 9th & Vineyard Development Project prepared by Valued Engineering, Inc. (June 2020). In reference to the *CEQA Guidelines* Appendix G significance thresholds, the determination whether the project would or would not result in significant impacts related to utilities and services systems considers the applicable regulations established by federal, State, and local agencies, the project's compliance with such regulations, and the project's added demand upon servicing utilities (e.g., water supply demand, wastewater generation and conveyance).

#### c. Project Design Features

The following Project Design Features related to utilities and service systems are included as part of the proposed project design:

- New connections to existing water and wastewater utility infrastructure in the project area.
- Efficient design and material usage.
- Water and sewer plans shall be designed, and laterals constructed to meet the requirements of CVWD and the Municipal Code and be approved by CVWD.
- Trash enclosures are in areas where collection trucks do not have to back up into the public right-of-way.
- Enclosures located as close to main driveways as possible to reduce the distance bins must be pushed for dumping.
- Consideration should be given during building design for the possible location of trash compactors and cardboard balers.

## d. Project Impacts

**Threshold 1:** Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

**Impact UTIL-1 THE PROJECT WOULD REQUIRE CONNECTIONS TO EXISTING UTILITIES (I.E., WATER, WASTEWATER TREATMENT, STORMWATER DRAINAGE, ELECTRIC, NATURAL GAS, AND TELECOMMUNICATIONS); HOWEVER, ALL REQUIRED IMPROVEMENTS TO EXISTING UTILITIES WOULD OCCUR WITHIN THE EXISTING PUBLIC RIGHT-OF-WAY AND WOULD NOT INVOLVE UNIQUE CONSTRUCTION PRACTICES OR TECHNIQUES THAT WOULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

To serve the anticipated demands and to accommodate operation of the proposed warehouses and rehabilitation of the historically significant structure at 8803 Baker Avenue, existing utilities would be extended and upgraded as needed during construction of the project. All required improvements to existing utilities would occur within the existing public right-of-way. Any impacts related to the extension and improvements to utilities are discussed and disclosed as part of this Draft EIR within the various sections of this document. As such, upgrades to existing utilities are already evaluated as part of the overall project. Therefore, impacts associated with extension of services in these areas and within the site are less than significant. Services provided by each utility are discussed as follows.

### Water

The project includes new connections to existing water utility infrastructure in the project area and water plans would be designed, and laterals constructed, to meet the requirements of CVWD and the RCMC. The proposed water main, laterals, fire water lines, and hydrants would be installed during project construction and within the disturbance area of the project; therefore, the construction of these infrastructure improvements would not substantially increase the project's disturbance area, associated emissions, or otherwise cause significant environmental effects beyond those identified throughout this document. As described in Impact UTIL-2, the project would be served by existing and planned CVWD supplies, which are not anticipated to require major CVWD treatment or distribution facility improvements. In addition, CVWD provided a will serve letter, dated February 19, 2019, (Appendix M) for the proposed project, stating CVWD would have adequate supply of water available to meet minimum fire flow requirements as established by the Rancho Cucamonga Fire District. Therefore, impacts with respect to new or expanded water facilities would be less than significant.

### Wastewater Treatment

As with water supply facilities, the project's connections to existing wastewater utility infrastructure in the project area and sewer plans would be designed, and laterals constructed, to meet the requirements of CVWD and the RCMC. CVWD provided a will serve letter, dated February 13, 2019, anticipating the existing sewer system and sewage treatment plant capacity would be adequate for the proposed project.

CVWD collects wastewater but does not treat or dispose of wastewater. Wastewater would be collected by CVWD's local collection system and treated by two IEUA regional wastewater treatment plants, RP-1 and RP-4. RP-1 has a wastewater treatment capacity of 44 MGD whereas

RP-4 has a wastewater treatment capacity of 14 MGD (CVWD 2021). Both wastewater treatment facilities' capacities are considered more than adequate to treat all increases in wastewater generation for build out of the Rancho Cucamonga General Plan. Therefore, the increase in wastewater generated by the project would be minimal and adequately served by the existing wastewater treatment facilities. Therefore, impacts related to wastewater treatment would be less than significant.

## **Stormwater**

Cucamonga Creek exists in the northeastern portion of the project site. Two ditches were observed on the project site, neither of the ditches directly convey flow into Cucamonga Creek per field observation and aerial photograph review. Project construction would be required to comply with any applicable development regulations, including the NPDES permit, SWPPP, and WQMP.

The project would utilize the storm drain lateral that would drain to the 66 to 78-inch storm drain improvement, which is being processed separately pursuant to CEQA and NEPA. The project applicant has received environmental clearance under NEPA from the ACOE for the 66 to 78-inch storm drain improvement, and a CEQA exemption is currently underway for approval by the City. Construction of the storm drain improvement will occur prior to implementation of the proposed project. The storm drain improvements would increase the efficiency of the drainage infrastructure in that area and provide an updated conveyance system. As with water and wastewater facilities, the storm drain infrastructure would be constructed within the disturbance area of the project and would not result in substantial additional environmental impacts. Impacts to stormwater are further discussed in Section 4.10, *Hydrology and Water Quality*. Therefore, with compliance with all applicable regulations and statutes, impacts related to stormwater would be less than significant.

## **Electricity, Natural Gas, and Telecommunications**

The project would tie into the existing SCE lines to enable extension of services to the site, as described in SCE's will serve letter, dated March 9, 2019 (refer to Appendix M of this EIR). Although some new utility infrastructure would be required for the project, extension of services is not anticipated to require the construction of any new off-site power facilities to serve the project. At most, it is anticipated that SCE would provide more electricity to the project site compared to the existing electrical service. SoCalGas would provide natural gas service to the project site, as described in SoCalGas' will serve letter, dated February 15, 2019 (refer to Appendix M of this EIR). Similar to electrical service, natural gas lines exist in the project site and surrounding area. As discussed in Section 4.6, *Energy*, the project would increase electricity and natural gas demand on the project site. However, such increased demand would account for a minimal fraction of SCE's and SoCalGas' total demand in the region. The nominal increase in energy demand is not anticipated to require additional electricity substations or natural gas storage/transmission facilities beyond those currently serving the project area. It is not anticipated that new or expanded gas supply facilities would be required to service the site.

A cell tower exists on the project site and would remain. Furthermore, the applicant has received "will serve" letters from Frontier and Charter communications, SoCalGas Company, and SCE. Therefore, impacts would be less than significant.

## **Mitigation Measures**

No mitigation measures are required.

**Threshold 2:** Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

**Impact UTIL-2** THE PROJECT WOULD DEMAND APPROXIMATELY 53 AFY OF WATER WHICH WOULD BE WELL SERVED BY CVWD IN ALL NORMAL, SINGLE-DRY, AND MULTIPLE-DRY SCENARIOS THROUGH 2045. BASED ON CVWD'S WATER SUPPLY AND DEMAND PROJECTIONS, PROJECTED WATER SUPPLIES ARE SUFFICIENT TO MEET THE ANTICIPATED WATER DEMAND OF THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

## Construction

Construction of the project is assumed to begin in January 2025 and finish in November 2025. Water would be required for temporary construction activities on the project site, including dust suppression, grading and grubbing, compaction, construction equipment wheel washing, and concrete mixing and casting. Water consumption by construction workers and cleaning of portable toilets on the project site may also account for a small portion of overall construction water demand.

Watering for dust suppression would demand the most water during construction. Pursuant to the requirements of South Coast Air Quality Management District Rule 403 as described in Section 4.3, *Air Quality*, all disturbed unpaved roads and disturbed areas within the project site would be watered approximately three times per day to reduce fugitive dust generation from construction activities. Construction water demand would be temporary and, therefore, would not result in a long-term strain on water supplies. Given the temporary and minimal nature of construction water demand as compared to operational water consumption, as well as the fact that CVWD would be able to restrict or require conservation measures for water intensive construction activities, impacts related to construction water consumption would be less than significant.

## Operation

The project would involve the construction of three new industrial buildings and rehabilitation of the Baker House on the project site. Operational water use would consist of indoor and outdoor water use. Table 4.18-1 summarizes water demands through 2045 for CVWD's service area, including demands from the project. Water demands for the project were estimated by multiplying the planned acreage of the developed site (45.97 acres of industrial warehouse development) by an industrial water use rate of 1,000 gallons per day per acre. The estimated water demand for the project is approximately 51 AFY.



**Table 4.18-1 Projected Water Use Demands for CVWD, Including Project (AFY)**

| Year                                              | 2025          | 2030          | 2035          | 2040          | 2045          |
|---------------------------------------------------|---------------|---------------|---------------|---------------|---------------|
| <b>Potable Water Demands</b>                      |               |               |               |               |               |
| CVWD Projected Potable Water Demands              | 51,569        | 56,092        | 57,650        | 58,949        | 58,949        |
| <b>Additional Potable Water Demands (Project)</b> |               |               |               |               |               |
| Building 1 (28.38 acres)                          | 0             | 32            | 32            | 32            | 32            |
| Building 2 (5.80 acres)                           | 0             | 6             | 6             | 6             | 6             |
| Building 3 site (11.79)                           | 0             | 13            | 13            | 13            | 13            |
| <b>Total CVWD Projected Potable Water Demands</b> | <b>51,569</b> | <b>56,143</b> | <b>57,701</b> | <b>59,000</b> | <b>59,000</b> |
| Sources: CVWD 2021; Valued Engineering 2023       |               |               |               |               |               |

Table 4.18-2, Table 4.18-3, Table 4.18-4, and Table 4.18-5 summarize the comparisons of CVWD's water supply and demand, including the project's demands, during normal, dry, and multiple dry years for the years 2025, 2030, 2035, and 2040. Note: the 2020 CVWM UWMP did not have projections for 2045.

**Table 4.18-2 Comparison of CVWD's 2025 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)**

| Supply & Demand                             | Normal Year | Single Dry Year | Multiple Dry Years |            |            |
|---------------------------------------------|-------------|-----------------|--------------------|------------|------------|
|                                             |             |                 | Dry Year 1         | Dry Year 2 | Dry Year 3 |
| Supply Total                                | 63,100      | 63,100          | 63,100             | 63,100     | 63,100     |
| Demand Total                                | 61,300      | 61,300          | 61,300             | 61,300     | 61,300     |
| Demand Total (including Project)            | 61,351      | 61,351          | 61,351             | 61,351     | 61,351     |
| Difference – Surplus                        | 1,800       | 1,800           | 1,800              | 1,800      | 1,800      |
| Difference – Surplus (including Project)    | 1,749       | 1,749           | 1,749              | 1,749      | 1,749      |
| Sources: CVWD 2021; Valued Engineering 2023 |             |                 |                    |            |            |

**Table 4.18-3 Comparison of CVWD's 2030 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)**

| Supply & Demand                             | Normal Year | Single Dry Year | Multiple Dry Years |            |            |
|---------------------------------------------|-------------|-----------------|--------------------|------------|------------|
|                                             |             |                 | Dry Year 1         | Dry Year 2 | Dry Year 3 |
| Supply Total                                | 65,700      | 65,700          | 65,700             | 65,700     | 65,700     |
| Demand Total                                | 63,700      | 63,700          | 63,700             | 63,700     | 63,700     |
| Demand Total (including Project)            | 63,751      | 63,751          | 63,751             | 63,751     | 63,751     |
| Difference – Surplus                        | 2,000       | 2,000           | 2,000              | 2,000      | 2,000      |
| Difference – Surplus (including Project)    | 1,949       | 1,949           | 1,949              | 1,949      | 1,949      |
| Sources: CVWD 2021; Valued Engineering 2023 |             |                 |                    |            |            |

**Table 4.18-4 Comparison of CVWD's 2035 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)**

| Supply & Demand                  | Normal Year | Single Dry Year | Multiple Dry Years |            |            |
|----------------------------------|-------------|-----------------|--------------------|------------|------------|
|                                  |             |                 | Dry Year 1         | Dry Year 2 | Dry Year 3 |
| Supply Total                     | 65,700      | 65,700          | 65,700             | 65,700     | 65,700     |
| Demand Total                     | 63,700      | 63,700          | 63,700             | 63,700     | 63,700     |
| Demand Total (including Project) | 63,751      | 63,751          | 63,751             | 63,751     | 63,751     |
| Difference – Surplus             | 2,000       | 2,000           | 2,000              | 2,000      | 2,000      |
| Difference (including Project)   | 1,949       | 1,949           | 1,949              | 1,949      | 1,949      |

Sources: CVWD 2021; Valued Engineering 2023

**Table 4.18-5 Comparison of CVWD's 2040 Water Supply and Demand in Normal, Single Dry and Multiple Years (AFY)**

| Supply & Demand                          | Normal Year | Single Dry Year | Multiple Dry Years |            |            |
|------------------------------------------|-------------|-----------------|--------------------|------------|------------|
|                                          |             |                 | Dry Year 1         | Dry Year 2 | Dry Year 3 |
| Supply Total                             | 65,700      | 65,700          | 65,700             | 65,700     | 65,700     |
| Demand Total                             | 63,700      | 63,700          | 63,700             | 63,700     | 63,700     |
| Demand Total (including Project)         | 63,751      | 63,751          | 63,751             | 63,751     | 63,751     |
| Difference – Surplus                     | 2,000       | 2,000           | 2,000              | 2,000      | 2,000      |
| Difference – Surplus (including Project) | 1,949       | 1,949           | 1,949              | 1,949      | 1,949      |

Sources: CVWD 2021; Valued Engineering 2023

According to the supply and demand information summarized in the tables above, the project's water demand would be accounted for in each year and drought scenario. The project would not have a significant impact on CVWD's water projected supply. Therefore, impacts related to water supplies would be less than significant.

## Mitigation Measures

No mitigation measures are required.

**Threshold 3:** Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

**Impact UTIL-3 PROJECT-GENERATED WASTEWATER WOULD BE TREATED AT IEUA'S REGIONAL WASTEWATER PLANTS RP-1 AND RP-4. THE COMBINED PLANTS WOULD HAVE ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED WASTEWATER GENERATION IN ADDITION TO ITS EXISTING WASTEWATER TREATMENT COMMITMENTS IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed under Impact UTIL-1, the CVWD collects wastewater but does not treat or dispose of wastewater. Wastewater would be collected by CVWD's local collection system and treated by two IEUA regional wastewater treatment plants, RP-1 and RP-4. RP-1 has a wastewater treatment capacity of 44 MGD whereas RP-4 has a wastewater treatment capacity of 14 MGD (CVWD 2021). Both wastewater treatment facilities' capacities are considered more than adequate to treat all increases in wastewater generation for build out of the Rancho Cucamonga General Plan. Therefore,

the increase in wastewater generated by the project would be minimal and adequately served by the existing wastewater treatment facilities. Impacts would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 4:** Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

**Impact UTIL-4 THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, INCLUDING THE MID-VALLEY LANDFILL. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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Solid waste generated by the project's construction and operation would be collected by Burrtec in compliance with any applicable regulations. Solid waste produced in Rancho Cucamonga is primarily disposed at Mid-Valley Landfill which is currently operating at approximately 60 percent of permitted capacity (CalRecycle 2023).

The project is estimated to generate approximately 923 cy of municipal solid waste per week. In compliance with State requirement, recycling would occur during the construction and operation phases of the project. Waste generation may vary greatly depending upon individual tenants. Any tenant involved in the production or generation of food products would be required to participate in a food waste recycling program per AB 1826. Furthermore, the project tenants would pay standard collection and processing fees established by the City's franchise agreement with Burrtec.

With payment of fees to the City of Rancho Cucamonga, adherence to applicable policies and regulations, and implementation of the project design feature listed above, impacts related to solid waste generation would be less than significant.

### Mitigation Measures

No mitigation measures are required.

**Threshold 5:** Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

**Impact UTIL-5 THE PROJECT WOULD COMPLY WITH ALL FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

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The project would comply with applicable local, State, and federal management and reduction statutes and regulations related to solid waste.

The handling of all debris and waste generated during construction of the project would be subject to CALGreen requirements and AB 939 requirements for salvaging, recycling, and reuse of materials from construction activity on the project site. For operational waste, AB 939 requires all cities and counties to divert a minimum of 50 percent of all solid waste from landfills. Additional solid waste policies and regulations for customers and collectors are provided in the RCMC. The RCMC also establishes the City's authorization to conduct inspections and investigations of solid waste and recycling collection containers, facilities, and related vehicles. The project would furthermore comply with the City's various recycling programs outlined in the General Plan. With compliance

with the applicable local, State, and federal regulations and policies, the impacts related to solid waste would be less than significant.

### **Mitigation Measures**

No mitigation measures are required.

#### **4.18.4 Cumulative Impacts**

Planned and pending projects in Rancho Cucamonga and surrounding areas are listed in Table 3-1 in Section 3, *Environmental Setting*. The cumulative development includes 10 residential, mixed-use, and industrial land use projects within the one-mile radius of the project site.

Although there are potential impacts associated with off-site utility construction, these impacts are temporary in nature and typical of municipal utility construction. Additionally, these impacts are generally localized and would be staggered rather than occur simultaneously to avoid significant cumulative impacts from the construction of multiple projects. The following analysis evaluates potential impacts related to utilities and service systems under a cumulative development scenario from operation of multiple projects. As discussed, the project would not cause a cumulatively considerable impact on utilities and service systems.

### **Water**

Cumulative development in the CVWD service area would continue to increase demands on water supplies. However, this anticipated increase in demand is based on planned and pending future development included in the 2020 CVWD UWMP, and therefore, a portion of the cumulative water demand associated with these projects are already accounted for in CVWD's demand projections.

As discussed under Impact UTIL-2, the project's water demand would be accounted for in each year and drought scenario and the project would not have a significant impact on CVWD's water projected supply. Furthermore, future projects would be required to obtain service commitments from CVWD prior to construction, and those meeting the definition of a project pursuant to SB 610 would be required to prepare project specific WSAs. As such, cumulative impacts related to water would be less than significant.

### **Wastewater Treatment**

Cumulative wastewater impacts are relevant to the service area for the RP-1 and RP-4, which service Rancho Cucamonga. Because RP-1 and RP-4 would receive wastewater flows from the project, the project would not contribute to capacity constraints at any other wastewater treatment facilities.

Planned, pending, and reasonably foreseeable development would continue to increase demands on the existing wastewater treatment and conveyance facilities in these treatment plant's service areas. However, as described in Impact UTIL-1, RP-1 has a wastewater treatment capacity of 44 MGD and RP-4 has a wastewater treatment capacity of 14 MGD (CVWD 2021). Both wastewater treatment facilities' capacities are considered more than adequate to treat all increases in wastewater generation for build out of the Rancho Cucamonga General Plan. Furthermore, future projects would be required to obtain commitments from CVWD to provide wastewater treatment services prior to construction, which would be dependent on remaining treatment capacity at the RP-1 and RP-4 plants. Cumulative impacts associated with wastewater services would be less than significant.

## Stormwater

Cumulative impacts to stormwater/drainage facilities are discussed in Section 4.10, *Hydrology and Water Quality*. Individual projects would be subject to the stormwater capture and treatment requirements of the applicable MS4 Permit, reducing potential impacts to stormwater drainage facilities. Therefore, cumulative impacts to stormwater/drainage facilities would be less than significant.

## Solid Waste

Cumulative solid waste impacts encompass all areas in the region that contribute solid waste to the Mid-Valley Sanitary Landfill, which would receive project-generated solid waste. Consequently, the project would not substantially contribute to capacity constraints at other solid waste disposal facilities.

Cumulative development served solely by the Mid-Valley Sanitary Landfill waste shed would result in increased solid waste generation. However, the Mid-Valley Sanitary Landfill has a daily permitted capacity of 7,500 tons/day, a remaining capacity of 61,219,377 cy and is operating at approximately 60 percent of permitted capacity (CalRecycle 2023). In addition, all development would comply with applicable solid waste regulations and General Plan policies that would maintain or improve upon solid waste diversion rates. Other cities in the region are also subject to solid waste diversion requirements and implementation of waste diversion programs and policies to meet State-mandated solid waste diversion rates. For example, AB 939 requires cities to divert 50 percent of solid waste from landfills. Given the nominal fraction of annual throughput accounted for by the project and local, regional, and statewide efforts to improve solid waste diversion rates, cumulative impacts to solid waste facilities would be less than significant.

## Electricity, Natural Gas, and Telecommunications

Cumulative impacts with respect to electric power and natural gas facilities are discussed in Section 4.6, *Energy*. Cumulative development projects would be subject to applicable local, regional, State, and federal policies regarding energy efficiency, in turn reducing the need for new or expanded electrical and natural gas facilities. As such, cumulative impacts would be less than significant.

Cumulative telecommunications impacts would be limited to the geographic scope of the City of Rancho Cucamonga because local providers are responsible for providing adequate telecommunication infrastructure to all land uses within Rancho Cucamonga, including the project site. As discussed under Impact UTIL-1, the project applicant has received “will serve” letters from Frontier and Charter communications, as well as SoCalGas and SCE. Project infrastructure improvements would occur within the disturbance area of the project and would not result in significant impacts. Cumulative development would increase demand for telecommunications infrastructure in Rancho Cucamonga. However, cumulative projects would each be required to provide adequate telecommunications infrastructure upgrades on a project-by-project basis in compliance with Title 7, *Telecommunications Regulations*, of the RCMC, and would be subject to the appropriate level of project-specific environmental review. As with the project, such upgrades would typically be expected to occur within the development footprints of other cumulative projects. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

## 4.19 Wildfire

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This section identifies existing wildfire hazard conditions of the project site and surrounding areas; considers applicable federal, State, regional and local goals, and policies; and identifies and analyzes environmental impacts that may result from the implementation of the proposed project. The proposed project involves the development of three warehouse buildings comprising 13,000 square feet (sf) of office space and 969,096 sf of warehouse space (totaling 982,096 sf) on a 45.97-acre property at the southwest corner of 9th Street and Vineyard Avenue. Associated site improvements include landscaping, five driveways, 362 parking stalls, and 168 trailer parking stalls. The proposed project also involves the retention and rehabilitation of an existing historic building along the western border of the project site, known as the Baker House. This analysis is based on information derived from the California Department of Forestry and Fire Protection's (CAL FIRE) fire hazard severity zone map and applicable regulations from the Rancho Cucamonga General Plan, Rancho Cucamonga Municipal Code (RCMC), Rancho Cucamonga Local Hazard Mitigation Plan (LHMP), and the California Building Code (CBC).

### 4.19.1 Setting

#### **a. Wildfire Fundamentals**

A wildfire is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may be susceptible to wildfires if a wildfire continues to spread to adjacent communities from its point of origin. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions.

In California, State and local agencies share responsibility for wildfire prevention and suppression and federal agencies take part as well. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of Statewide interest and have classified those lands as State Responsibility Areas (SRA), which are managed by CAL FIRE. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (California Public Resources Code [PRC] Sections 4201-4204, California Government Code Section 51175-51189). CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones (FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs (VHFHSZ). Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under State regulations, areas within VHFHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas.

## **b. Regional Fire Environment**

The City of Rancho Cucamonga is highly urbanized; however, its Sphere of Influence (SOI) is composed of extensive open space areas that are susceptible to wildfire and encroachment into the community. The San Bernardino National Forest borders the northern portion of the city and has a high potential as a source of many wildfires. Vegetation found in the Etiwanda Preserve and other open space buffer zones are also susceptible to wildfire (Rancho Cucamonga 2021a).

Rancho Cucamonga, as most of California, has a long history of wildfires threatening the community, which include fires at the Wildland Urban Interface (WUI), resulting in a complex mix of fuels, properties, and threats. WUI are areas where urban development meets undeveloped wildlands. WUI Fires can damage critical infrastructure, such as electrical transmission towers, railroads, water reservoirs and tanks, and communications facilities. Over time, numerous wildfires have encroached into Rancho Cucamonga and its SOI. Other older fires that have occurred nearby Rancho Cucamonga include the Grand Prix Fire and the Old Fire that burned large portions of the Angeles and San Bernardino National Forests in 2003. The Old Fire burned over 91,000 acres destroying over 1,200 structures. The Grand Prix Fire burned over 69,000 acres and destroyed nearly 200 residences. The Grand Prix Fire burned a large portion of the Wildland Urban Interface Areas (WUIFA) adjoining the national forest and destroyed 15 homes in the process (Rancho Cucamonga 2021b).

## **c. Project Site Fire Environment**

The project site is in San Bernardino County within the southwestern portion of the City of Rancho Cucamonga. The site is surrounded by existing developments, including industrial, commercial, and residential uses. The project site is within a completely urbanized area and is not prone to direct impacts from wildfire. The nearest VHFHSZ in an SRA is located approximately 4.7 miles north of the project site, whereas the nearest VHFHSZ in an LRA is located approximately three miles northwest of the project site. As shown on Figure 4.19-1, the project site and its adjacent area are not located within any type of FHSZ. CAL FIRE currently identifies the project site as a non-VHFHSZ site in an LRA. Nonetheless, the project would be serviced by the Rancho Cucamonga Fire Protection District (Fire District), who is responsible for providing diverse emergency management and response programs.

### **4.19.2 Regulatory Setting**

#### **a. Federal Regulations**

##### **Federal Emergency Management Agency**

The Federal Emergency Management Agency (FEMA) was established in 1979 via executive order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

## **Disaster Mitigation Act of 2000**

The Disaster Mitigation Act of 2000 (42 United States Code [U.S.C.] Section 5121) provides the legal basis for FEMA mitigation planning requirements for state, local, and Indian Tribal governments as a condition of mitigation grant assistance. It amends the Robert T. Stafford Disaster Relief Act of 1988 (42 U.S.C. Sections 5121-5207) by repealing the previous mitigation planning provisions and replacing them with a new set of requirements that emphasize the need and creates incentives for state, tribal, and local agencies to closely coordinate mitigation planning and implementation efforts. The Disaster Mitigation Act reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide and the streamlining of the administration of federal disaster relief and programs to promote mitigation activities.

Some of the major provisions of the Disaster Mitigation Act include funding pre-disaster mitigation activities; developing experimental multi-hazard maps to better understand risk; establishing state and local government infrastructure mitigation planning requirements; defining how states can assume more responsibility in managing the hazard mitigation grant program; and adjusting ways in which management costs for projects are funded. The mitigation planning provisions outlined in Section 322 of the Disaster Mitigation Act establish performance-based standards for mitigation plans and require states to have a public assistance program (Advance Infrastructure Mitigation) to develop county government plans. The consequence for counties that fail to develop an infrastructure mitigation plan is the chance of a reduced federal share of damage assistance from 75 percent to 25 percent if the damaged facility has been damaged on more than one occasion in the preceding 10-year period by the same type of event.

## **National Fire Plan**

The National Fire Plan was developed under Executive Order 11246 in August 2000, following a historic wildland fire season. The intent is to establish plans for active response to severe wildland fires and their impacts on communities, while ensuring sufficient firefighting capacity. The plan addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The program promotes close coordination among local, State, tribal, and federal firefighting resources by conducting training, purchasing equipment, and providing prevention activities on a cost-share basis. To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities. High-risk communities identified within the WUI published in the Federal Register in 2001. At the request of Congress, the Federal Register notice only listed those communities neighboring federal lands. CAL FIRE incorporates concepts from this plan into State fire planning efforts.





## **b. State Regulations**

### **California Governor's Office of Emergency Services**

In 2009, the State of California passed legislation creating the California Governor's Office of Emergency Services (Cal OES) and authorized it to prepare a Standard Emergency Management System (SEMS) program under California Code of Regulations [CCR], Title 19, Section 2401 et seq., which sets forth measures by which a jurisdiction should handle emergency disasters. In California, SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the State withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the State's preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes, and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the State. It also serves as the lead agency for mobilizing the State's resources and obtaining federal resources. Cal OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the statewide mutual aid system. California Emergency Management Agency maintains oversight of the State's mutual aid system.

### **California Building and Fire Code**

California provides minimum standards for building design through the California Building Code (CBC) under CCR, Title 24, Part 2. The CBC is based on the International Building Code but has been amended for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local building officials for compliance with the CBC. Typical fire safety requirements of the CBC include, but are not limited to, the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

The California Fire Code (CFC) under CCR, Title 24, Part 9 is based on the International Fire Code and includes amendments for California fully integrated into the code. The CFC contains fire safety-related building standards that are referenced in other parts of Title 24 of the CCR. Topics addressed in the CFC include, but are not limited to, fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, ignition-resistance building materials, hazardous materials storage and use, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Specifically, CFC Section 4906 contains regulations for vegetation and fuel management to maintain clearances around structures. These requirements establish minimum standards to protect buildings in FHSZ within SRA and WUIFA. The CFC also establishes the minimum requirements consistent with nationally recognized good practices to safeguard public health, safety, and general welfare from the hazards of fire, explosion, and to provide safety and assistance to firefighters and emergency responders during emergency operations. It is the primary means for authorizing and enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety.

The CFC and the CBC use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The provisions of this code apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California.

## **2019 California Strategic Fire Plan**

The Strategic Fire Plan for California (also known as the California Fire Plan) is the State's road map for reducing the risk of wildfire. The most recent version of the plan was finalized in January 2019 and directs each CAL FIRE Unit to prepare a locally specific fire management plan. In compliance with the California Fire Plan, individual CAL FIRE units are required to develop fire management plans for their areas of responsibility. These documents assess the fire situation within each of the 21 CAL FIRE units and six contract counties. The plans include stakeholder contributions and priorities and identify strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire risk. The plans are required to be updated annually. With California's extensive wildland-urban interface situation, the list of high-risk communities extends beyond just those adjacent to federal lands, discussed above. The California State Forester (i.e., CAL FIRE Director) has the responsibility for managing the list of those high-risk communities.

## **California Public Resources Code**

The PRC includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that use an internal combustion engine; specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and specify fire suppression equipment that must be provided on-site for various types of work in fire-prone areas.

These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442)
- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC Section 4428)
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC Section 4427)
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC Section 4431)

## **California Code of Regulations**

In accordance with CCR, Title 8, Section 1270 (Fire Prevention) and Section 6773 (Fire Protection and Fire Equipment), the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards

include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

### **c. Regional Regulations**

#### **San Bernardino County Fire Department**

The San Bernardino County Fire Department (County Fire) provides emergency mitigation and management for fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire's services and programs include helicopter rescue, a dozer, fire abatement hand crews, an inmate hand crew specialized program, and an honor guard. County Fire also provides for the management of community safety services, such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

#### **County of San Bernardino Multi-Jurisdictional Local Hazard Mitigation Plan**

The LHMP aims to lessen the effect of a disaster by recognizing hazards and developing ways to reduce their impact. Risk assessments rate hazards with the highest potential impact to the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The LHMP creates awareness of hazards, threats, and susceptibilities within the community, and paves a path forward for jurisdictions to prepare for local disasters. Plan objectives include:

- Reduce loss of life and injuries.
- Reduce hazard-related property losses.
- Protect the environment.
- Coordinate disaster planning and integrate public policy.
- Improve community and agency knowledge and education of hazards.

### **d. Local Regulations**

#### **Rancho Cucamonga General Plan**

The Safety chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga. Goals and policies that relate to wildfire and would apply to the project include the following:

**Goal S-3 Wildfire Hazards.** A community where wildfire impacts are minimized or reduced through investments in planning and resilience.

**Policy S-3.4 Buffer Zones.** Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.

**Policy S-3.5 Water Supply.** All developments will meet fire flow requirements identified in the Fire Code.

## **Rancho Cucamonga Fire Protection District**

The Fire District provides fire protection and emergency medical response services, fire prevention and inspection services, and emergency management functions, to more than 170,000 residents over a span of approximately 50 square miles in and around the city limits. The Fire District includes seven fire stations, which collectively employ approximately 120 employees, including 98 firefighters. Fire, rescue, emergency medical service (EMS), and hazardous materials incidents are coordinated through an on-duty battalion chief supervising cross-trained firefighter/paramedics and firefighter/emergency medical technicians who respond from the seven fire stations throughout the city. Response to these incidents is typically handled by the crew at the station nearest to the incident (Rancho Cucamonga 2021b). The nearest fire station to the project site is Fire District Station #172, which is located approximately 1.3 miles northeast of the project site at 9612 San Bernadino Road. An additional station, located approximately 2.2 miles northeast of the project site at 10550 Town Center Drive, could provide secondary response in emergencies.

The Fire District is also responsible for enforcing and implementing various community-based programs to ensure compliance with established fire standards. In addition, a community-based Fire Safe Council has been established to focus on public education related to the threat of fires in the WUI. In addition to the fire stations, the city also has a fire maintenance facility and an administrative office that are crucial to the operations of the Fire District.

To combat emergency situations that are beyond the control of any one agency, the County of San Bernardino, fire district agencies, and municipal fire departments are signatories to the State of California Master Mutual Aid Plan. To maximize the resources in the county and assist in the coordination of such resources, a mutual aid system divides the county into seven zones. The City of Rancho Cucamonga is in Zone 1 (Valley Area), which consists of all the agencies in the San Bernardino Valley, including Chino Valley Fire Protection District, Colton Fire Department, Montclair Fire Department, Ontario Fire Department, Redlands Fire Department, and Rialto Fire Department. San Bernardino County Fire Department is included in mutual aid agreements but is not an agency in Zone 1 (Rancho Cucamonga 2021b).

## **Rancho Cucamonga Local Hazard Mitigation Plan**

The City's LHMP was last updated in August 2021. The intent of the LHMP is to demonstrate the plan for reducing and/or eliminating risk in the City of Rancho Cucamonga. The LHMP process accesses the significant and natural and manmade hazards that would affect the city and its inhabitants; evaluates and incorporates ongoing mitigation activities and related programs in the community; determines additional mitigation measures that should be undertaken; and outlines a strategy for implementation of mitigation projects. In addition, this plan has been developed to identify actions, policies, and tools for implementation over the long-term resulting in reduction of future losses community wide.

## **Rancho Cucamonga Municipal Code**

Building regulations for development in the city are specified in Title 15, *Buildings and Construction Code*, of the RCMC, which adopts the CBC. These regulations are enforced by the City's Building and Safety Division and require site-specific investigation and establish construction standards and inspection procedures to ensure that development does not pose a threat to public safety.

### 4.19.3 Impact Analysis

#### **a. Significance Thresholds**

The following thresholds of significance were developed based on Appendix G of the *CEQA Guidelines*. The project would have a significant impact with respect to wildfire if it would be in or near SRA or lands clarified as VHFHSZ and would:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan;
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that could exacerbate fire risk or that could result in temporary or ongoing impacts to the environment; or
4. Expose people or structures, either directly or indirectly, to significant loss, injury or death involving wildfires, including downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

#### **b. Methodology**

This analysis of impacts from wildfire hazards examines the project's temporary (i.e., construction) and permanent (i.e., operational) effects based on application of the *CEQA Guidelines* Appendix G significance thresholds. The impact conclusions consider the potential for changes in environmental conditions, as well as compliance with the regulatory framework enacted to protect the environment.

The baseline conditions and impact analyses are based on field observations conducted by Rincon; review of project maps and drawings; analysis of aerial and ground-level photographs; and review of various data available in public records, including local planning documents. The determination that a project component would or would not result in "substantial" adverse effects on wildfire hazards standards considers the available policies and regulations established by local and regional agencies and the amount of deviation from these policies in the project's components.

#### **c. Project Design Features**

The following Project Design Feature related to wildfire is included as part of the project design:

- Built-in sprinklers in the proposed buildings in accordance with the standards set by Rancho Cucamonga Fire Protection Department (RCFPD).

#### d. Project Impacts

**Threshold 1:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

**Impact W-1** DUE TO MULTIPLE POINTS OF INGRESS/EGRESS, QUICK RESPONSE TIMES; COMPLIANCE WITH STATE, REGIONAL, AND LOCAL CODES FOR BUILDING DESIGN AND MATERIALS; AND THE PROJECT'S LOCATION OUTSIDE ANY TYPE OF FHSZ, THE PROJECT WOULD NOT INTERFERE WITH THE FIRE DISTRICT'S EMERGENCY RESPONSE PLAN AND EVACUATION PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

According to CAL FIRE's FHSZ Viewer and shown in Figure 4.19-1, the project site and its adjacent area are not located within any type of identified FHSZ (CAL FIRE 2023). The nearest VHFHSZ in an SRA is approximately 4.7 miles north of the project site, whereas the nearest VHFHSZ in a LRA is located approximately three miles northwest of the project site. CAL FIRE currently identifies the project site as a non-VHFHSZ site in an LRA. Moreover, the project would be serviced by the Fire District, who is responsible for providing diverse emergency management and response programs. Therefore, the Fire District would serve as first responders in case of any structural fire and medical emergency response service. Urban structural fire conflagration is relatively low in Rancho Cucamonga and the First District can provide rapid response through the implementation of programs such as their EMS and mutual aid agreements with San Bernardino County fire agencies that consists of certified paramedics who are trained to provide Advanced Life Support services to treat a variety of injuries and illnesses. The nearest fire station that would respond to emergency calls at the project site would be Fire District Station #172, which is located approximately 1.3 miles northeast from the project site.

The project site would have multiple points of ingress/egress – one driveway on 9th Street and two driveways on Vineyard Avenue. The project would not alter or impact any emergency access roads or evacuation routes as identified in the LHMP. The project site is in a fully developed area with improved streets and emergency routes. Furthermore, the project applicant would be required to construct minimal off-site improvements or pay development fees towards future improvements, as described in Section 4.16, *Transportation*, that would further improve emergency access to the site and adjacent properties.

As described in the Rancho Cucamonga General Plan EIR's transportation section, the City has adopted standards related to emergency accessibility. Additionally, the fire department reviews all development applications to ensure that adequate emergency accessibility is provided based on local and State guidance. Compliance with the requirements for emergency lane width, vertical clearance, and distance would ensure that adequate emergency access is available for all new development and redevelopment projects. As previously noted, the project site is within an existing developed area of the city where roadways already exist, therefore no new roadways are required. Construction and operation of the project is not expected to create risks of wildfire since the site is in an urbanized area of the city and is not adjacent to wildland area. The construction and removal of brush and trees as well as grasses would limit the potential for wildfire spreading by removal of source materials. Due to multiple points of ingress/egress, quick response times, building designs compliant with State, regional, and local codes, and the project's location outside of any type of FHSZ, the project would not interfere with Fire District's emergency response and evacuation plans. Impacts would be less than significant.



## Mitigation Measures

Mitigation measures are not required.

**Threshold 2:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

**Impact W-2** DUE TO THE PRESENCE OF SURROUNDING DEVELOPMENT; PRESENCE OF AREA ROADWAYS; LACK OF STEEP SLOPES; COMPLIANCE WITH STATE, REGIONAL, AND LOCAL CODES FOR BUILDING CONSTRUCTION AND DESIGN; AND THE PROJECT'S LOCATION OUTSIDE OF ANY TYPE OF FHSZ, THE PROJECT SITE WOULD NOT BE EXPOSED TO HIGH WILDFIRE RISKS OR EXACERBATE SUCH RISKS. THEREFORE, THE PROJECT WOULD NOT EXPOSE PROJECT OCCUPANTS TO POLLUTANT CONCENTRATIONS FROM A WILDFIRE OR THE UNCONTROLLED SPREAD OF A WILDFIRE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed under Impact W-1, the project site and its adjacent area are not located within any type of identified FHSZ. The nearest VHFHSZ in an SRA is approximately 4.7 miles north of the project site. Nonetheless, the project would be serviced by the Fire District. Furthermore, the site has a generally flat to gentle, one percent slope and is not located in areas with steep slopes that could accelerate the spread of wildfire, and the site would be cleared of the trees on-site that could experience a crown fire. A new landscape plan would be reviewed by the City and the Fire District, and landscaping would be installed and regularly maintained. The project site could experience high winds from the east, that could create a greater wildfire risk for the structures on site. However, the project site is predominantly surrounded by existing development including industrial, commercial, and residential uses that would slow wind speeds and reduce the potential for uncontrolled spread of a wildfire during a high wind event. Furthermore, the proposed warehouse structures would be predominantly concrete, which is not typically susceptible to fire. Specifically, the warehouses would be built consistent with the CBC requiring new buildings to use ignition-resistant construction methods and materials as well as having a fire suppression system, which includes built-in sprinklers, to reduce the risk and spread of a fire.

Due to the presence of surrounding development; presence of area roadways; lack of steep slopes; compliance with State, regional, and local codes for building construction and design; and the project's location outside of any type of FHSZ, it is not likely that the project site or future occupants would be affected by the uncontrolled spread of a wildfire and associated pollutant concentrations during construction or operation. Therefore, impacts associated with exacerbated wildfire risks and related pollutant concentrations would be less than significant.

## Mitigation Measures

Mitigation measures are not required.



**Threshold 3:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

**Impact W-3** THE PROJECT SITE IS NOT WITHIN ANY TYPE OF FHSZ AND WOULD COMPLY WITH STATE, REGIONAL, AND LOCAL CODES FOR BUILDING CONSTRUCTION AND DESIGN. THE PROJECT WOULD NOT REQUIRE THE INSTALLATION OR MAINTENANCE OF ASSOCIATED INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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As discussed under Impact W-1, the project site and its adjacent area are not located within any type of identified FHSZ and the project site is not located near the WUI. The project would comply with State, regional, and local codes for building construction and design and, due to the development urban environment surrounding the site, would not require installation heavy infrastructure to accommodate the project, such as roads. The project does not include any fuel breaks and does not require a fuel break. In addition, emergency water sources are not required beyond the water supply needed to comply with applicable building codes. Although there is an existing 75-foot-high cell tower on the site, the tower would remain and not be demolished as part of the project, preventing any changes to existing operations of the tower. The project would utilize the 66 to 78-inch storm drain improvement, which is being processed under separate documents pursuant to CEQA and NEPA, and will be constructed prior to the implementation of the project. The storm drain improvement would be installed along the southern boundary with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga creek. However, the storm drain improvement would run the ground to receive stormwater discharge from the project and historical stormwater discharge from adjacent properties northwest of the project site; as such, it would not exacerbate wildfire risks that would originate above ground. Therefore, impacts associated with exacerbated wildfire risks from implementation of project components would be less than significant.

### Mitigation Measures

Mitigation measures are not required.

**Threshold 4:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Impact W-4** THE PROJECT SITE IS NOT WITHIN ANY TYPE OF FHSZ AND IS LOCATED IN A DEVELOPED URBAN AREA CHARACTERIZED BY FLAT TO GENTLE SLOPES THAT ARE NOT SUBJECT TO SIGNIFICANT RISK OF LANDSLIDES. IN ADDITION, THE 66 TO 78-INCH STORM DRAIN IMPROVEMENT INCLUDED UNDER SEPARATE CEQA AND NEPA DOCUMENTS, WOULD MINIMIZE THE POTENTIAL FOR OFF-SITE RUNOFF AND DOWNSTREAM FLOODING. THEREFORE, THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT RISKS FROM WILDFIRES AS A RESULT OF RUNOFF, POST-FIRE SLOPE INSTABILITY, OR DRAINAGE CHANGES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

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As discussed under Impact W-2, the project site and its adjacent area are not located within any type of identified FHSZ and the project site is not located near the WUI. Furthermore, the site has a

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generally flat to gentle, one percent slope and is not located in areas with steep slopes that would be subject to landslides due to post-fire slope instability. Development of the project would alter existing ground contours of the project site and would increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site.

The northern portion of the site is within FEMA flood insurance rate map (FIRM) No. 06071C8630J, effective February 18, 2015, and the southern portion of the site is within FIRM No. 06071C8628J, effective February 18, 2015. Based on a review of these map panels, the majority of the project site is not located in a documented flood plain or floodway. As discussed in Section 4.10, *Hydrology and Water Quality*, the eastern portion of the project site is within Zone X (shaded), which indicates a 0.2 percent annual chance of flood hazard. The southern border of the project site and Cucamonga Creek, which borders the northeast corner of the project site, are located within Zone A. Zone A denotes areas that have a one percent annual chance of flooding but do not have base flood elevations. In addition, Figure S-5 of the Rancho Cucamonga General Plan Safety chapter shows that the eastern portion of the project site is in a Moderate Flood Hazard Area (500-year flood plain) but that it is protected by a levee (the concrete walls of the flood channel).

The project would utilize the 66 to 78-inch storm drain improvement along the southern boundary with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. The 66 to 78-inch storm drain improvement has already obtained approval from United States Army Corps Engineers and is being processed separately under a categorical exemption pursuant to CEQA. The storm drain improvement will be constructed prior to the implementation of the project, which would run in the ground to receive stormwater discharge from the project and historical stormwater discharge from the adjacent properties northwest of the project site, which would minimize the potential for off-site runoff and downstream flooding. Therefore, impacts associated with significant risks from wildfires due to runoff, post-fire slope instability, or drainage changes would be less than significant.

## **Mitigation Measures**

Mitigation measures are not required.

### **4.19.4 Cumulative Impacts**

Planned and pending projects in Rancho Cucamonga and surrounding areas are listed in Table 3-1 in Section 3, *Environmental Setting*, and include residential, industrial, and mixed-use land uses.

Cumulative impacts related to wildfire risks could occur as new development, redevelopment, and existing uses are ongoing within the City of Rancho Cucamonga, particularly within or adjacent to FHSZs. As discussed in this section, the project is not located within or near any type of FHSZ. The nearest VHFHSZ in an SRA is approximately 4.7 miles north of the project site, whereas the nearest VHFHSZ in a LRA is located approximately three miles northwest of the project site. CAL FIRE currently identifies the project site as a non-VHFHSZ site in an LRA (CAL FIRE 2023). Moreover, the project would not interfere with the Fire District's emergency response and evacuation plans or otherwise exacerbate risks from wildland fires due to the project site's urban location, gentle topography, and compliance with State, regional, and local regulations for building construction and design components.

As with the proposed project, development occurring within the City of Rancho Cucamonga would be subject to review by the City and Fire District for compliance with the minimum of fire safety and support fire suppression features (e.g., fire sprinklers, a fire hydrant system, paved access, and

**9th and Vineyard Development Project**

secondary access routes) identified by State, regional, and local codes. Due to the project's location outside of any FHSZ and required compliance of all development in the city with State, regional, and local regulations, the project's contribution to a significant cumulative impact related to wildfire risks would be less than significant.

## 5 Alternatives

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Section 15126.6 of the *CEQA Guidelines* provides guidance for the identification and evaluation of project alternatives in an EIR. The *CEQA Guidelines* (Section 15126.6[a]) state that an “EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” *CEQA Guidelines* Section 15126.6(a) also states that “an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.” The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Other alternatives can be considered but are not required to satisfy the requirements of CEQA.

In defining feasibility of alternatives, the *CEQA Guidelines* state that among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (*CEQA Guidelines* Section 15126.6[f](1)).

As required by Section 15126.6 of the *CEQA Guidelines*, this EIR examines a range of reasonable alternatives to the proposed project that would attain most of the basic project objectives but would avoid or substantially lessen the significant adverse impacts. As discussed in Section 4.11, *Land Use and Planning*, and 4.13, *Noise*, two significant and unavoidable impacts were identified for the project related to land use compatibility and operational noise. As discussed in Section 2, *Project Description*, the objectives for the proposed project are as follows:

1. Expand economic development, facilitate job creation, and increase the tax base for the City of Rancho Cucamonga by establishing new industrial development adjacent to established and planned industrial areas.
2. Attract employment-generating businesses to the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the job-housing balance in the City.
3. Develop three speculative light industrial buildings in Rancho Cucamonga that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region.
4. Attract businesses that can expedite the delivery of essential goods to consumers and businesses in Rancho Cucamonga and beyond the City boundary.
5. Develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the vicinity and minimize conflicts with other nearby land uses.
6. Develop light industrial buildings in proximity to the State highway system to avoid or shorten truck-trip lengths on other roadways.
7. Maintain the historical resources of the City by renovating the Baker House building on-site for use by the City as a community center.

8. Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits.
9. Develop a property that has access to available infrastructure, including roads and utilities.

Included in this analysis are four alternatives, including the CEQA-required “no project” alternative, that involve changes to the project that may reduce the project-related environmental impacts as identified in this EIR. Alternatives have been developed to provide a reasonable range of feasible options to consider that would help decision makers and the public understand the general implications of revising or eliminating certain components of the proposed project.

The following alternatives are evaluated in this EIR:

- Alternative 1: No Project/No Build
- Alternative 2: No Project/Likely to be Built Under the Current Development Code
- Alternative 3: Single Building
- Alternative 4: Data Center

**Table 5-1 Comparison of Project Alternatives' Buildout Characteristics**

| Feature                               | Proposed Project                                                  | Alternative 1:<br>No Project /<br>No Build | Alternative 2:<br>No Project/Likely<br>to be Built Under<br>the Current<br>Development Code | Alternative 3:<br>Single Building | Alternative 4:<br>Data Center |
|---------------------------------------|-------------------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------|
| Site to be<br>Used and<br>Building SF | Site 1 – 611,574 sf<br>Site 2 – 107,541 sf<br>Site 3 – 262,981 sf | -                                          | Site 1 –<br>1,201,332 sf                                                                    | Site 1 – 982,096 sf               | Site 3 – 522,258 sf           |
| Total<br>Building SF                  | 982,096 sf                                                        | -                                          | 1,201,332 sf                                                                                | 982,096 sf                        | 522,258 sf                    |
| Number of<br>Buildings                | 3                                                                 | -                                          | 1                                                                                           | 1                                 | 2                             |
| Number of<br>Stories                  | 2                                                                 | -                                          | 3                                                                                           | 2                                 | 2                             |
| Maximum<br>Building<br>Height         | Site 1 – 51 feet<br>Site 2 – 45 feet<br>Site 3 – 47 feet          | -                                          | Site 1 – 75 feet                                                                            | Site 1 – 51 feet                  | Site 3 – 51 feet <sup>1</sup> |
| Floor Area<br>Ratio<br>(FAR)          | 49.47%                                                            | -                                          | 60%                                                                                         | 49.47%                            | 26.1%                         |
| Proposed<br>Land Use                  | Light Industrial                                                  | Vacant/Unde<br>veloped                     | Light Industrial                                                                            | Light Industrial                  | Data Center <sup>1</sup>      |

Notes: sf = square feet

<sup>1</sup>Data centers are not designated as a land use or zone in the City's General Plan or pre-982 Ordinance/current RCMC.

## 5.1 Alternative 1: No Project/No Build Alternative

### 5.1.1 Description

The No Project/No Build Alternative assumes that the proposed three warehouse buildings and associated landscaping and surface lot improvements would not be constructed, and the Baker House would remain vacant with no associated operations. Under existing conditions, the project site is vacant and undeveloped with the exception of an existing cell tower, located approximately 300 linear feet west of Vineyard Avenue along the project's southern property line. The project site also contains the Baker House on the west side of the site. The project site is primarily a dirt lot covered with low-lying vegetation consisting of cheatgrass, short-podded mustard, rattail fescue, slender woolly wild buckwheat, and wild oats and annual brome grassland. A chain link fence surrounds the project along the project site's frontage with Baker Avenue, 9th Street, and Vineyard Avenue.

The No Project/No Build Alternative would avoid the project's significant land use and noise impacts and reduce impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas (GHG) emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services and recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire; however, Alternative 1 would not fulfill any project objectives, would not realize any of the project's design benefits associated with new development, would not meet current City design standards, and would also have the potential for negative effects associated with urban blight and safety and security issues.

### 5.1.2 Impact Analysis

#### **a. Aesthetics**

The project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. Under the No Project/No Build Alternative, the visual character and quality of the project site would be maintained in its existing condition. The Baker House would remain as is and would not be rehabilitated into a community center, and no new structures, landscaping, or lighting would be introduced on the project site. The No Project/No Build Alternative would not have the potential to conflict with the character or quality of existing and planned development surrounding the project site and would not create a new source of substantial light or glare that would impact nighttime views in the area. Therefore, the No Project/No Build Alternative would have no aesthetic impacts and be environmentally superior to the proposed project.

#### **b. Agricultural and Forestry Resources**

The No Project/No Build Alternative would leave the project site in its existing condition as a vacant, mostly undeveloped property with the Baker House on the western portion of the site. Under existing conditions, the project site is designated as Urban and Built-Up Land and is not zoned for agricultural use, forest land, or timberland. The project site is also not under a Williamson Act contract and would not commit any portion of the project site to non-agricultural use. Therefore, Alternative 1 would have no impacts related to agricultural and forestry resources and would be environmentally equivalent to the proposed project.

### **c. Air Quality**

The No Project/No Build Alternative would leave the project site in its existing condition; the site would remain unoccupied, except for the Baker House, resulting in no short-term construction activities or long-term operational activities that have the potential to result in the emissions of air pollutants or odors. As such, there would be no impacts due to emissions of criteria pollutants, exposure of sensitive receptors to substantial pollutant concentration, or the creation of objectionable odors. Fugitive dust emissions (PM<sub>10</sub> and PM<sub>2.5</sub>) would continue to occur when wind passes over the site and disperses dust as occurs under existing conditions on the mainly unimproved project site. All the project's short- and long-term air quality effects would be avoided under Alternative 1; therefore, no air quality impacts would occur, which would be environmentally superior to the project.

### **d. Biological Resources**

The No Project/No Build Alternative would leave the project site in its existing condition as a vacant, mostly undeveloped property with the Baker House on the western portion of the site. No ground-disturbing activities would occur under this alternative and there would be no potential impacts to special-status plants, wildlife, or sensitive vegetation communities on the project site. Although there is mitigation identified in Section 4.4, *Biological Resources*, of this EIR that would reduce the project's direct, indirect, and cumulatively considerable impacts to biological resources to below a level of significance, implementation of the No Project/No Build Alternative would avoid impacts to biological resources and would not require mitigation. Therefore, Alternative 1 would be environmentally superior to the proposed project regarding biological resources.

### **e. Cultural Resources**

The No Project/No Build Alternative would leave the project site in its existing condition as a vacant, mostly undeveloped property with the Baker House on the western portion of the site. The No Project/No Build Alternative would not rehabilitate the Baker House into a community center and would therefore not require a Certificate of Appropriateness. Also, this alternative would not include ground-disturbing activities or involve the disturbance of any previously unknown cultural resources. Implementation of the No Project Alternative would avoid potential impacts to archaeological resources associated and would not require mitigation measures. Therefore, Alternative 1 would be environmentally superior to the project regarding cultural resources.

### **f. Energy**

Under the No Project/No Build Alternative, the project site would remain vacant and undeveloped, with the exception of the Baker House; therefore, no near-term or long-term energy or fuel use would occur on the site, which would avoid the potential for impacts associated with wasteful, inefficient or unnecessary consumption of energy, and no conflicts energy efficiency plans could occur. Therefore, Alternative 1 would be environmentally superior to the project regarding energy.

### **g. Geology and Soils**

The No Project/No Build Alternative would leave the project site in its existing condition as a vacant, mostly undeveloped property with the exception of the Baker House, which would remain vacant and uninhabited. Accordingly, there would be no potential for this alternative to expose people or structures to safety risks associated with seismic or other geologic hazards and would avoid impacts

to geology and soils and would not require mitigation. Similarly, this alternative would not include ground-disturbing activities, and therefore, would avoid impacts to paleontological resources and would not require mitigation measures. Therefore, Alternative 1 would be environmentally superior to the proposed project regarding geology and soils.

#### **h. Greenhouse Gas Emissions**

Under the No Project/No Build Alternative, the project site would remain in its existing condition; as such, there would be no sources of near-term or long-term GHG emissions. Selection of this alternative would avoid all the project's near- and long-term effects associated with GHG emissions and would therefore not conflict with the City's Climate Action Plan, 2022 Scoping Plan, or 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. Unlike the proposed project, no mitigation (i.e., Mitigation Measure GHG-1) would be required. Therefore, Alternative 1 would be environmentally superior to the proposed project regarding GHG emissions.

#### **i. Hazards and Hazardous Materials**

Because no development would occur under the No Project/No Build Alternative, no new potential hazards would be introduced to the project site. Selection of this alternative would avoid project-related hazards impacts from the routine transport, use, disposal, or upset and accidental conditions; emitting hazardous materials within 0.25-mile of a school; being located on a hazardous materials site; and airport hazards. Unlike the project, no mitigation measures (i.e., Mitigation Measures HAZ-1 and HAZ-2) would be required. Therefore, Alternative 1 would be environmentally superior to the project regarding hazards and hazardous materials.

#### **j. Hydrology and Water Quality**

No changes to existing hydrology and drainage conditions would occur under the No Project/No Build Alternative. No stormwater drainage improvements, such as the 66 to 78-inch-wide storm drain improvement line and below-ground infiltration facilities, would be constructed on or adjacent to the project site and rainfall would be discharged from the project site as sheet flow, as occurs under existing conditions. Under this alternative, the stormwater leaving the project site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, the No Project/No Build Alternative would generate fewer water pollutants due to the reduction in the intensity of development on-site. The No Project/No Build Alternative would avoid any potential project-related hydrology and water quality impacts and would not require mitigation (i.e., Mitigation Measure HYD-1). Therefore, Alternative 1 would be environmentally superior to the project regarding hydrology and water quality.

#### **k. Land Use and Planning**

Under existing conditions, the project site is designated as Neo-Industrial (NI) Employment District under the City's General Plan Land Use Map and zoned as NI under the RCMC. Under the No Project/No Build Alternative, no development would occur; therefore, this alternative would not divide an established community. Furthermore, in comparison to the proposed project, the No Project/No Build Alternative would not develop an industrial use, and therefore, would not conflict with the City's General Plan Policy LC-7.4 which discourages large industrial projects within 1,000 feet of existing and planned development. In addition, in comparison to the proposed project, the No Project/No Build Alternative would avoid this policy inconsistency and require no mitigation



measures to be consistent with Policy MA-2.8 (Traffic Service Levels) and Policy N-1.4 (New Development Near Major Noise Sources), because this alternative would not generate any new traffic or noise sources. Overall, there would be no conflict with any existing land use plan under this alternative.

While the No Project/No Build Alternative would not conflict with an existing land use plan, it would not meet all the goals and policies to the same extent as the project. For example, the project would not support infrastructure improvements to attract industrial, manufacturing, and green technology uses. Furthermore, the No Project/No Build Alternative would not accommodate revitalization of the area, which the Rancho Cucamonga General Plan anticipates for this property. The No Project/No Build Alternative would also not implement a project that would further regional goals outlined in Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) to improve goods movement, to facilitate transit and active transportation, or to improve energy efficiency. Nonetheless, Alternative 1 would not result in a significant and unavoidable inconsistency with a General Plan policy, and therefore, would be environmentally superior to the project regarding land use and planning.

## **I. Mineral Resources**

The project site is within an area designated as Mineral Resource Zone (MRZ)-2; however, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. Furthermore, no aggregate recovery is practiced in the area. Under the No Project/No Build Alternative, short-term impacts to mineral resources would be eliminated since there would be no grading, excavation, or construction activities that are associated with the proposed project. Therefore, there would be no mineral resources impacts under Alternative 1, and it would be environmentally superior to the project regarding mineral resources.

## **m. Noise**

Under the No Project/No Build Alternative, no new sources of noise would be introduced on the project site for construction or operational purposes. Additionally, because the project site would not be occupied, no new traffic trips would be generated, so the No Project/No Build Alternative would not contribute to an incremental increase in area-wide traffic noise levels. Accordingly, in contrast to the project, this alternative would avoid significant and unavoidable operational noise impacts, and the potential construction noise and vibration impacts would not occur. Therefore, Alternative 1 would be environmentally superior to the project regarding noise.

## **n. Population and Housing**

The No Project/No Build Alternative would not displace any existing housing or people, and unlike the project, would not generate employees on the project site. Therefore, this alternative would not directly or indirectly induce population growth in the area. In comparison, the project's less-than-significant population and housing impact due to the 823 employees generated by the project. Therefore, Alternative 1 would be environmentally superior to the project regarding population and housing.

## **o. Public Services and Recreation**

Under the No Project/No Build Alternative, there would be no demands for police and fire services, schools, parks, recreational facilities, libraries, and medical services because the project site is vacant and would not generate any residents or employees. While the No Project/No Build

Alternative would not impact public services or recreational facilities, it would not benefit the surrounding residential communities to the same extent as the proposed project, which would include rehabilitation of the Baker House as a community facility for local programs and community space for the surrounding existing residential communities. Nevertheless, this alternative would have no impact to public services or recreational facilities in contrast to the project's less-than-significant public services and recreational impacts. Therefore, Alternative 1 would be environmentally superior to the project regarding public services and recreational facilities.

#### **p. Transportation**

The No Project/No Build Alternative would not generate any new daily traffic that would result in potential impacts associated with conflicts with applicable transportation plans or vehicle miles traveled, or result in conditions that would create roadway hazards or impede emergency access at the project site. No transportation impacts would occur under the No Project/No Build Alternative in contrast to the project's less-than-significant transportation impacts. Therefore, Alternative 1 would be environmentally superior to the project regarding transportation.

#### **q. Tribal Cultural Resources**

The No Project/No Build Alternative would leave the project site in its existing condition as a vacant, mostly undeveloped property with the Baker House on the western portion of the site. Like the proposed project, this alternative would not impact the Baker House, and would not include ground-disturbing activities that would disturb any previously unknown tribal cultural resources. Implementation of the No Project/No Build Alternative would avoid impacts to tribal cultural resources and would not require mitigation measures. Therefore, Alternative 1 would be environmentally superior to the project regarding tribal cultural resources.

#### **r. Utilities and Service Systems**

No new domestic water, sewer, or stormwater drainage facilities would be needed for the No Project/No Build Alternative, and there would be no demand for domestic water or wastewater treatment services. Also, this alternative would not demand solid waste collection and disposal services. Therefore, Alternative 1 would avoid all the project's demand placed on utilities and service systems and would be environmentally superior to the proposed project.

#### **s. Wildfire**

Under the No Project/No Build Alternative, the site would be retained in its current condition, and as such, no warehouses and associated project components would be developed. According to CalFire, the project site is not within any type of identified Fire Hazard Severity Zone and the nearest Very High Fire Hazard Severity Zone (VHFHSZ) in a State Responsibility Area (SRA) is located approximately 4.7 miles north of the project site. Therefore, the Rancho Cucamonga Fire Department would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The No Project/No Build Alternative would not interfere with any emergency plan or evacuation plan, exacerbate any existing fire hazards associated with slopes, prevailing winds, and other factors, or require construction of any infrastructure that could exacerbate fire hazards. This alternative would not result in no wildfire impacts in contrast to the project's less-than-significant wildfire impacts. Therefore, Alternative 1 would be environmentally superior to the project regarding wildfire.

## 5.2 Alternative 2: No Project/Likely to be Built Under the Current Development Code

### 5.2.1 Description

The No Project/Likely to be Built Under the Current Development Code Alternative would involve the development of one warehouse building on Site 1 of the project site (eastern portion) totaling 1,201,332 sf, which is the maximum floor area ratio (FAR) (60 percent) for the site's existing NI zone. The building would be built to the 75-foot maximum height allowed by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP), which would be 24 feet taller than the proposed project's tallest warehouse building. Under this alternative, the warehouse building would be three stories and have a building footprint of 400,444 sf, which would reduce the building footprint in comparison with the project by 90,604 sf (18 percent). The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Because the warehouse building would be developed on the eastern portion of the project site, the driveway from the north side of Baker Avenue would not be needed.

Due to the increase in square footage in comparison to the proposed project, the No Project/Likely to be Built Under the Current Development Code Alternative would increase impacts to aesthetics, air quality, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, and utilities and service systems, and decrease impacts to cultural resources, paleontological resources, and tribal cultural resources. This alternative would not eliminate the unavoidable and significant impacts related to land use and planning and noise. This alternative would meet the majority of the project objectives except for Objective 3 and meet Objective 5 less effectively than the project.

### 5.2.2 Impact Analysis

#### a. Aesthetics

Under Alternative 2, the project site would be developed with a single warehouse building on the project site totaling 1,201,332 sf with a maximum height of 75 feet. The warehouse building under this alternative would contain 219,236 sf more than the total square footage of the project's proposed three warehouse buildings and would be 30 feet taller than the project's tallest proposed warehouse building (Building 1). Although the total square footage would be increased compared to the project, the building footprint would be reduced by 18 percent. With this alternative, visual changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would be more substantial as the larger profile of the new development compared to the project would be more visible with the larger building and taller profile. However, landscape views on the western and southwestern sides of the project site would be more subtle than the

project's proposed warehouse buildings due to the reduced building footprint. The reduced building footprint would allow for greater setbacks and more open space. Light and glare impacts are anticipated to create more impacts as there would be more glazing for windows, wall lighting, and taller wall elevations for glare. It is anticipated that with this alternative there would be a slight decrease in nighttime lighting from security lights and parking lot lighting due to the smaller building footprint. In conclusion, under Alternative 2, impacts regarding aesthetics, light, and glare would be environmentally inferior compared to the proposed project.

### **b. Agricultural and Forestry Resources**

Under this alternative, the site would be developed with a new industrial warehouse similar to the project. The entire project site is categorized as Urban and Built-Up Land and is not zoned for agricultural use, forest land, or timberland. The project site is also not under a Williamson Act contract and would not commit any portion of the project site to non-agricultural use. Therefore, Alternative 2 would have no impacts, which are equal in comparison to the proposed project.

### **c. Air Quality**

Under Alternative 2, the warehouse building would be 219,236 sf larger than the project's total square footage of the project's proposed three warehouse buildings. As such, this Alternative would result in greater construction and operational air quality emissions due to a larger building size. This alternative would also increase the number of employees, which would result in greater vehicular emissions in a concentrated area. Therefore, Alternative 2 would be environmentally inferior to the project regarding air quality impacts.

### **d. Biological Resources**

Alternative 2 would introduce similar impacts to special bird species, nesting birds, riparian habitats, wetlands, and historic trees because this alternative would disturb the entire site (45.96 acres) like the proposed project. Implementation of this alternative would utilize the same mitigation measure (Mitigation Measure BIO-1) to bring all potential impacts to less-than-significant levels. Therefore, this alternative would result in similar impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the project, direct and indirect impacts on biological resources would be mitigated to less than significant under this alternative. Therefore, Alternative 2 would be environmentally equivalent to the project regarding biological resources.

### **e. Cultural Resources**

Under this alternative, rehabilitation of the Baker House would occur, which would require implementation of project-specific Mitigation Measures CUL-1 through CUL-3 to ensure compliance with the Secretary of the Interior (SOI) Standards for historic resources. Mitigation Measure NOI-3 would not be required under this alternative because the warehouse building would be developed on Site 1, which is on the east portion of the project site and therefore would not create construction vibration impacts to the Baker House near the west project site boundary. In addition, this alternative would develop a warehouse building with an 18 percent decrease in the building footprint than the proposed project, which would reduce the depth and intensity of grading and excavation activities and therefore slightly decrease potential impacts to significant archaeological resources. Nonetheless, this alternative would require the same archaeological mitigation as the proposed project (Mitigation Measure CUL-4), and after mitigation, potential impacts would be less than significant. Lastly, like the proposed project, this alternative could potentially disturb

previously unidentified or unknown human remains and would require compliance with California Health and Safety Code Section 7050.5 to preclude any potential human remains impacts on the project site. Therefore, this alternative would be environmentally superior to the project regarding cultural resources.

#### **f. Energy**

The energy consumption associated with project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would occur with this alternative. Like the proposed project, this alternative would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction activities nor would it conflict with State or local energy efficient plans; however, this alternative would require more energy use than the project due to this alternative's 219,236-sf increase in building size. Therefore, construction impacts under Alternative 2 would be environmentally inferior to the project.

In addition, energy use associated with operations of the new warehouse would be greater under this alternative due to the 219,236-sf increase in building size. This alternative would accommodate an increase in the number of trucks, employees, and energy for heating and cooling, which could result in wasteful, inefficient, or unnecessary consumption of energy resources during operational activities. Therefore, Alternative 2 would result in an increase in long-term energy consumption and would be environmentally inferior to the project.

#### **g. Geology and Soils**

The project site is susceptible to loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources. Like the project, this alternative would disturb the entire site; however, due to the increased building size, construction activities would occur for a longer duration and therefore result in increased soil erosion and loss of topsoil from construction activities. Nevertheless, this alternative would develop a warehouse building with a reduced building footprint, which would reduce the depth and intensity of grading and excavation activities, and therefore, decrease potential impacts to paleontological resources.

Alternative 2 would introduce a larger gathering of people to the area that could be impacted by hazardous geologic conditions. As such, this alternative would be required to implement similar mitigation (Mitigation Measure GEO-1) and project design features to reduce impacts related to unstable soils that would be prone to collapse and subsidence. Mitigation Measure GEO-1 includes specific design considerations for site grading, construction, foundation, floor slab, retaining wall, and pavement outlined in the project's geotechnical report. Similar to the project, direct and indirect impacts from geology and soils under this alternative would conform to all required codes and where applicable, would be mitigated to levels of less than significant. In terms of exacerbating geologic hazards, construction and operation of this alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the project. This alternative would not exacerbate any of the listed existing geologic conditions. In regard to soil disturbance and erosion, this alternative would also be required to implement an approved SWPPP, and BMPs would ensure these impacts remain less than significant. In summary, Alternative 2 would be environmentally inferior to the project regarding geology and soils and environmentally superior regarding paleontological resources.

## **h. Greenhouse Gas Emissions**

Under this alternative, GHG emissions would be greater than the project during long-term operations. As stated in Air Quality above, this alternative would promote higher production of GHG emissions, and greater vehicular emissions from a 219,236-sf increase in building size and employees as opposed to the project. This alternative would require project-specific mitigation (Mitigation Measure GHG-1), which include GHG reduction measures, such as a minimum number of electric vehicle (EV) parking stalls and using electricity or zero emissions technologies or fuels for heavy-duty off-road vehicles and equipment, to ensure consistency with the City's Climate Action Plan (CAP). Based on the foregoing analysis, this alternative would be environmentally inferior to the proposed project with mitigation incorporated.

## **i. Hazards and Hazardous Materials**

All findings of the Phase I and II ESAs prepared for the project would be applicable under this alternative, which determined that soil impacts located at the northeast corner of the project site are highly localized and do not extend beyond the visible staining. Like the proposed project, this alternative would be required to implement Mitigation Measure HAZ-2, which involves a soil remediation plan to transport soil located at Boring B-8 (northeast corner of the project site) off-site to an appropriate disposal facility. With implementation of Mitigation Measure HAZ-2, the project site would not be considered a hazardous materials site. Due to the 219,236-sf increase in building size, this alternative would generate more potential impacts associated with hazards and hazardous material impacts from routine transport, use, disposal, or update and accidental conditions; and would have greater potential to emit hazardous materials within 0.25-mile of a school than the proposed project. Therefore, like the proposed project, this alternative would be required to implement Mitigation Measure HAZ-1, which includes a risk management plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532 (j) in excess of threshold quantities for review and approval by the City Planning and Engineering Departments. With implementation of Mitigation Measure HAZ-1, impacts associated with the accidental release of hazardous materials during operations would be reduced to a level of less than significant under this alternative. In addition, this alternative would increase the building height by 24 feet, which would increase potential airport hazards. Therefore, this alternative would be environmentally inferior to the project.

## **j. Hydrology and Water Quality**

This alternative would be subject to the same hydrology and water quality regulations as the project. However, this alternative would result in a slight decrease in short-term impacts to water quality because this alternative would reduce the building footprint by 18 percent compared to the proposed project, resulting in less intensive grading and excavation activities. Like the proposed project, this alternative would require project-specific mitigation (Mitigation Measure HYD-1) to reduce short-term impacts to water quality to below a level of significance.

Both this alternative and the proposed project would substantially change the hydrologic conditions of the site through construction and operation of a warehouse, which would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The proposed project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be the same with this alternative. Any development under Alternative 2 would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. However, this alternative would

increase demands on groundwater resources compared to the project's water demand because of increased water usage for operations. Similar to the proposed project, this alternative would include installation of an approximately 66- to 78-inch wide storm drainpipe along the southern boundary of the project site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. However, because the project would generate an increase in water demand, it is unclear if this alternative would require additional stormwater improvements. In conclusion, this alternative would be environmentally inferior to the project with mitigation measures incorporated regarding hydrology and water quality impacts.

#### **k. Land Use and Planning**

The project site is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as NI under the RCMC. Like the proposed project, this alternative would be developed with the same type of use (industrial warehouse building), and therefore would not divide an established community. Similar to the project, this alternative would meet some of the goals and policies of the City's General Plan. However, this alternative would not meet the majority of these policies as effectively as the project. For example, this alternative would contribute to an increase in traffic delays at intersections due to an increase in building square footage and employees (Policy MA-2.8); and would not be able to gradually transition from residential to industrial as well as the project because of the increased building size; although the existing residences along 8th Street would have a greater buffer than the project because the warehouse building proposed under Alternative 2 would be on the east side of the project site (Policy LC-2.5). Therefore, this alternative would be environmentally inferior to the project regarding land use and planning.

#### **l. Mineral Resources**

The project site is within an area designated as MRZ-2. Despite the project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. No aggregate recovery is practiced in the area. Like the project, this alternative would develop the entire site and would require grading, excavation, and construction activities across the same land area. Therefore, this alternative would be environmentally equivalent to the project regarding mineral resources.

#### **m. Noise**

This alternative involves development of an industrial warehouse totaling 1,201,332 sf, which would be 219,236 sf more than the total square footage of the project's proposed three warehouse buildings. Therefore, this alternative would require an increase in the duration of construction as the project. Because the warehouse would be located within Site 1, which is at the east portion of the project site, construction noise would affect the single-family residence on 8th Street and the single-family residences on 9th Street, located north of Site 1. Construction noise impacts on single-family homes on Baker Avenue and 9th Street, located north of Site 3, would decrease compared to the project because no structures would be built on Sites 2 and 3 of the project site. Accordingly, construction noise impacts would be environmentally inferior to the project and require project-specific mitigation (Mitigation Measure NOI-1) to reduce construction noise impacts to a level of less than significant.

Because there would be a greater setback under this alternative, operational noise impacts to sensitive receptors would be less than the proposed project, particularly along the west side of the

site (Baker Street); however, noise impacts from operations on the project site (i.e., stationary noise) would increase relative to the project due to an increase in building size, truck traffic, and the number of employees. As such, like the proposed project, nighttime operational impacts would be significant and unavoidable due to truck traffic into the driveway on 9th Street and an increase in ambient noise that would exceed the City of Ontario's noise threshold. Lastly, this alternative would not require Mitigation Measure NOI-3 because the warehouse building under this alternative would be developed on Site 1, which is on the east portion of the project and would not create construction vibration impacts on the Baker House located on near the west project site boundary. Therefore, this alternative would be environmentally inferior to the project regarding noise in terms of short-term, and long-term noise and vibration impacts.

#### **n. Population and Housing**

This alternative involves development of an industrial warehouse totaling 1,201,332 sf, which would be 219,236 sf more than the total square footage of the project's proposed three warehouse buildings. Therefore, there would be an increase in potential employees within the city and surrounding region. Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the city, this analysis conservatively assumes that the new employees would relocate to the city and become residents. According to SCAG's RTP/SCS, the city's population is projected to increase by approximately 27,755 persons over the next 22 years. Therefore, like the project, this alternative would still be within the city's population projections. Similar to the project, there would be no displacement of housing. As a result, this alternative would be environmentally inferior to the project regarding population and housing.

#### **o. Public Services and Recreation**

This alternative involves development of an industrial warehouse totaling 1,201,332 sf, which would be 219,236 sf more than the total square footage of the project's proposed three warehouse buildings and would result in an increase in the number of employees under this alternative compared to the project. Therefore, this alternative, compared to the project, would lead to an increased demand for public services that could require the establishment of new or modified facilities for fire protection, police protection, schools, parks, recreational facilities, libraries, and other general governmental services under this alternative compared to the proposed project. Similar to the project, this alternative would require the applicant to pay applicable fees to provide an adequate number of services. In conclusion, this alternative would be environmentally inferior to the project regarding public services and recreation.

#### **p. Transportation**

This alternative involves development of an industrial warehouse totaling 1,201,332 sf, which would be 219,236 sf more than the total square footage of the project's proposed three warehouse buildings and would result in an increase in the number of employees under this alternative compared to the project. This alternative would contain a modified transportation routing scheme as the project with vehicular access provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Under this alternative, the warehouse building would be developed on the east portion of the project site; therefore, the driveway from the north side of Baker Avenue would not be needed. The 9th Street driveway would provide inbound/outbound access for passenger vehicles and trucks; however, trucks exiting onto 9th Street would be restricted to turn right only. Trucks would not be permitted to turn left and



head towards Baker Avenue. The northern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles and trucks and the southern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles only. The driveway from Baker Avenue would be restricted to passenger vehicle traffic only; no heavy trucks would be permitted to enter/exit the site from the Baker Avenue driveway. This alternative would also provide passenger vehicle parking areas and bicycle parking spaces. Therefore, as with the project, this alternative would meet the circulation goals and policies outlined in the City's General Plan and SCAG's RTC/SCS and would not conflict with a circulation plan or policy.

As discussed in Section 4.16, *Transportation*, the project would have a less-than-significant impact related to VMT and would not conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision(b). This alternative would generate more traffic compared to the project, and therefore would increase VMT impacts. However, both the project and this alternative would adhere to the City's requirements for circulation and access and would not cause any impacts related to increased hazards due to design or incompatible uses, or emergency access. In conclusion, this alternative would be environmentally inferior to the project regarding transportation impacts.

#### **q. Tribal Cultural Resources**

This alternative would develop a warehouse building with an 18 percent less building footprint than the proposed project, which would slightly reduce the depth and intensity of grading and excavation activities and therefore slightly decrease potential impacts to significant tribal cultural resources. Similar to the project, this impact would be reduced to a level of less than significant with implementation of project-specific mitigation measures (Mitigation Measures TCR-1 through TCR-4). Like the proposed project, this alternative would not result in an adverse impact to the Baker House. In summary, this alternative would be environmentally superior to the project regarding tribal cultural resources and would require the same mitigation measures.

#### **r. Utilities and Service Systems**

This alternative would result in a demand for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal that would be greater than that of the proposed project due to the 219,236-sf increase in building footprint. Like the project, existing utilities would be extended and upgraded as needed during construction of this alternative to serve the anticipated demands and to accommodate operation of the warehouse use. While this alternative would increase the overall demand for services, adequate capacity to serve this alternative is anticipated because warehouse use would be consistent with the previous land use that was demolished in 2022 and therefore was already accounted for in the Cucamonga Valley Water District's (CVWD) Urban Water Quality Management Plan (UWMP). This alternative would tie into existing utility lines within the existing roadways and within the existing already disturbed rights-of-way adjacent to the site. Although impacts would remain less than significant like the project, this alternative would be environmentally inferior to the proposed project regarding utilities and service systems.

#### **s. Wildfire**

According to CalFire, the project site is not within any type of identified Fire Hazard Severity Zone and the nearest VHFHSZ in an SRA is located approximately 4.7 miles north of the project site. Therefore, the Rancho Cucamonga Fire Department would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management

and response programs. The warehouse structure under this alternative would be predominantly concrete, which is not typically susceptible to fire. Specifically, the warehouse would be built consistent with the California Building Code (CBC), requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system. Neither this alternative nor the proposed project would interfere with any emergency plan or evacuation plan. This alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the project nor this alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this alternative would be environmentally equivalent to the project regarding wildfire.

## 5.3 Alternative 3: Single Building Alternative

### 5.3.1 Description

The Single Building Alternative would involve the development of one warehousing building totaling 982,096 sf on Site 1 of the project site (eastern portion). Although the maximum FAR for the site's existing NI zone would allow the single warehouse building to be up to approximately 1,201,332 sf, the square footage for the single building would be kept consistent with the project for the purpose of air quality, GHG emissions, noise, etc. comparisons. The maximum building height would be 51 feet, and two stories, which would be equal to the project's tallest proposed warehouse building. The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Standards would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Because the warehouse building would be developed on the eastern portion of the project site, the driveway from the north side of Baker Avenue would not be needed.

The Single Building Alternative would have equal impacts to all issue areas with the exception of decreased aesthetics, cultural resources, geology and soils, hydrology and water quality, noise, and tribal cultural resources impacts. This alternative would meet all project objectives except for Objective 3, and Objective 5 not as effectively as the project.

### 5.3.2 Impact Analysis

#### **a. Aesthetics**

Under the Single Building Alternative, the project site would be developed with a single 982,096-sf warehouse building with a maximum height of 51 feet. Under this alternative, visual changes on the east and south sides of the project site would be more intense due to the larger scaled building; however, views would only be obstructed for residents to the south because there is only industrial development located east of the project site. The west side of the project site would be vacant and undeveloped, except for the Baker House; therefore, there would be a lot less visual change for residents along Baker Avenue in comparison to the project. Furthermore, the project's proposed three warehouse buildings would allow for a breakup in the visual mass, making each structure appear less dominant and the separation between the buildings would reduce overall visual impact compared to this alternative. Light and glare impacts are anticipated to create similar impacts

because the 982,096-sf warehouse building under Alternative 2 would be equal to the total building square footage for the proposed project. It is also anticipated that with this alternative there would be similar nighttime lighting from security lights and parking lot lighting. Therefore, under Alternative 3, impacts regarding aesthetics, light, and glare would be environmentally superior compared to the project.

## **b. Agricultural and Forestry Resources**

Under this alternative, the site would be developed with a new industrial warehouse similar to the project. The entire project site is categorized as Urban and Built-Up Land and is not zoned for agricultural use, forest land, or timberland. The project site is also not under a Williamson Act contract and would not commit any portion of the project site to non-agricultural use. Therefore, Alternative 3 would have no impacts, which are equal in comparison to the proposed project.

## **c. Air Quality**

This alternative involves development of an industrial warehouse totaling 982,096 sf, which is equal to the total building square footage for. Due to the same total building size and same operational use, this alternative would generate the same number of employees in the area and therefore, the same number of passenger vehicle trips and truck trips, which would result in similar air quality impacts. In summary, Alternative 2 would be environmentally equivalent to the project regarding air quality impacts.

## **d. Biological Resources**

This alternative would introduce similar impacts to special bird species, nesting birds, riparian habitats, wetlands, and historic trees as the project. Implementation of this alternative would also utilize the same mitigation measure (Mitigation Measure BIO-1) to bring all potential impacts to less-than-significant levels. Therefore, this alternative would result in the same potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the project, direct and indirect impacts on biological resources would be mitigated to less than significant under this alternative. Alternative 3 would be environmentally equivalent to the project regarding biological resources.

## **e. Cultural Resources**

Similar to the proposed project, rehabilitation of the Baker House would occur under this alternative, which would require implementation of project-specific Mitigation Measures CUL-1 through CUL-3 to ensure compliance with the Secretary of the Interior (SOI) Standards for historic resources. Mitigation Measure NOI-3 would not be required under this alternative because the warehouse building would be developed on Site 1, which is on the east portion of the project site and therefore would not create construction vibration impacts to the Baker House near the west project site boundary. This alternative would develop a 982,096 sf warehouse building on Site 1 and would not construct a warehouse building on Sites 2 and 3; therefore, this alternative would require less intensive grading and excavation activities on Sites 2 and 3. Due to less intensive grading and excavation activities, this alternative would result in less potential impacts to significant archaeological resources than the proposed project. Alternative 3 would require the same mitigation (Mitigation Measure CUL-4) as the proposed project for the possibility of encountering significant archaeological resources during grading and excavation activities. With implementation of Mitigation Measure CUL-4, potential significant archaeological impacts would be reduced to a

level of less than significant. Lastly, like the project, this alternative could potentially disturb previously unidentified or unknown human remains and would require compliance with California Health and Safety Code Section 7050.5 to preclude any potential human remains impacts. Therefore, Alternative 3 would be environmentally superior to the project regarding cultural resources.

#### **f. Energy**

The energy consumption associated with construction of this alternative would generally include the same amount of electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. Similar to the proposed project, this alternative would not result in wasteful, inefficient, or consumption of energy resources during construction activities nor would it conflict with State or local energy efficient plans because the warehouse's square footage under this alternative would be the same as the project's total warehouse square footage and as result would generate a similar amount of energy. Therefore, construction impacts under Alternative 3 would be less than significant.

Under this alternative, energy use associated with operations of the new warehouse would be similar to the project as this alternative would accommodate the same number of trucks, employees, and energy for heating and cooling, which would not result in wasteful, inefficient, or unnecessary consumption of energy resources during operational activities. Therefore, this alternative would result in a less-than-significant impact, which would be environmentally equivalent to the project.

#### **g. Geology and Soils**

The project site is susceptible to loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources. Like the project, this alternative would disturb the entire site due to grading throughout the site, which would result in similar soil erosion and loss of topsoil from construction activities. However, the warehouse building under this alternative would be developed on Site 1 and no warehouse buildings would be constructed on Sites 2 and 3; therefore, this alternative would require less intensive grading and excavation activities on Sites 2 and 3. Due to less intensive grading and excavation activities, this alternative would result in fewer potential impacts to paleontological resources than the proposed project.

This alternative would introduce a similar gathering of people to the area that could be impacted by hazardous geologic conditions. As such, this alternative is required to implement similar mitigation (Mitigation Measure GEO-1) and project design features to reduce impacts related to unstable soils that would be prone to collapse and subsidence. Mitigation Measure GEO-1 includes specific design considerations for site grading, construction, foundation, floor slab, retaining wall, and pavement outlined in the project's geotechnical report. Similar to the proposed project, direct and indirect impacts from geology and soils under this alternative would conform to all required codes and where applicable, would be mitigated to levels of less than significant. In terms of exacerbating geologic hazards, construction and operation of this alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the project. This alternative would not exacerbate any of the listed existing geologic conditions. In regard to soil disturbance and erosion, this alternative would implement an approved SWPPP, and BMPs would ensure these impacts remain less than significant. Ultimately, this alternative would not change the existing geologic conditions

under which the sites would be developed. Therefore, Alternative 3 would be environmentally superior to the project regarding geology and soils.

#### **h. Greenhouse Gas Emissions**

This alternative involves development of an industrial warehouse totaling 982,096 sf, which would be the same total square footage of the project's proposed three warehouse buildings. It is anticipated that this alternative would generate the same number or similar number of employees in the area, and therefore, a similar number of passenger vehicle trips and truck trips, which would result in similar GHG impacts. This means the Single Building Alternative would require project-specific mitigation (Mitigation Measure GHG-1), which include GHG reduction measures, such as a minimum number of electric vehicle (EV) parking stall and using electricity or zero emissions technologies or fuels for heavy-duty off-road vehicles and equipment, to ensure consistency with the City's CAP. Therefore, Alternative 3 would be environmentally equivalent to the project with mitigation incorporated regarding GHG impacts.

#### **i. Hazards and Hazardous Materials**

All findings of the Phase I and II ESAs prepared for the project would be applicable under this alternative, which determined that soil impacts located at the northeast corner of the project site would be localized and do not extend beyond the visible staining. Like the proposed project, this alternative would be required to implement Mitigation Measure HAZ-2, which involves a soil remediation plan to transport soil located at Boring B-8 (northeast corner of the project site) off-site to an appropriate disposal facility. With implementation of Mitigation Measure HAZ-2, the project site would not be considered a hazardous materials site. It is anticipated that this alternative would produce similar hazards and hazardous material impacts as the project because this alternative would develop a 982,096-sf single warehouse, which is equal to the total building square footage for the proposed project. In addition, the warehouse would be constructed within the NI zone and uses permitted within the zoning designation would limit the types of manufacturing and other uses which would limit the production of hazardous waste during long-term operations. Warehouse uses are anticipated to use some volume of materials such as cleaners, pesticides, and fertilizers for landscaping, and other materials for machinery and equipment under this alternative and the project. These impacts also would be similar and substantial differences in the potential risk of upset would not occur with the implementation of Mitigation Measure HAZ-1, which includes a risk management plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532 (j) in excess of threshold quantities for review and approval by the City Planning and Engineering Departments. Therefore, the Single Building Alternative would be environmentally equivalent to the project.

#### **j. Hydrology and Water Quality**

The Single Building Alternative would be subject to the same hydrology and water quality regulations as the project. This alternative would develop a 982,096-sf warehouse building on Site 1 and would not construct a warehouse building on Sites 2 and 3; therefore, this alternative would require less intensive grading and excavation activities on Sites 2 and 3. Due to less intensive grading and excavation activities, this alternative would result in less short-term water quality impacts compared to the proposed project. However, like the proposed project, this alternative would require project-specific mitigation (Mitigation Measure HYD-1) to reduce short-term impacts to water quality to below a level of significance.

Both this alternative and the proposed project would substantially change the hydrologic conditions of the site through construction and operation of a warehouse, which would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The proposed project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be the same as this alternative. Any development under this alternative would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. This alternative would result in similar demands on groundwater resources and be conditioned to install an approximately 66- to 78-inch wide storm drainpipe along the southern boundary of the project site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. In conclusion, the Single Building Alternative would be environmentally superior to the project with mitigation measures incorporated regarding hydrology and water quality impacts.

### **k. Land Use and Planning**

Under existing conditions, the project site is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as NI under the RCMC. Like the proposed project, this alternative would be developed similarly with the same type of use (warehouse building), and therefore would not divide an established community. This alternative would meet all the goals and policies of the City's General Plan similarly to the project. However, this alternative would slightly reduce conflict of Policy LC-7.4 because this alternative would provide for greater setbacks from the residential neighborhood to the west of the project site, which would create a greater buffer from the warehouse and residential development. Nevertheless, this alternative would still be within 1,000 feet of residential uses and therefore conflict with discouraging large industrial projects within 1,000 feet of existing and planned development as stated in Policy LC-7.4 of the City's General Plan, resulting in a significant and unavoidable land use impact like the project. Therefore, Alternative 3 would be environmentally equivalent to the project regarding land use and planning.

### **l. Mineral Resources**

The project is within an area designated as MRZ-2. Despite the project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. No aggregate recovery is practiced in the area. Like the project, this alternative would develop the entire site and would require grading, excavation, and construction activities across the same land area. Therefore, Alternative 3 would be environmentally equivalent to the project regarding mineral resources.

### **m. Noise**

This alternative involves development of an industrial warehouse totaling 982,096 sf, located on Site 1 (eastern portion) of the project site. Because this alternative would only develop one warehouse building compared to the proposed project's three warehouse buildings, construction would occur in a shorter duration. In addition, because the warehouse would be located at the eastern portion of the project site, construction noise would only affect the single-family residence on 8th Street and the single-family residences on 9th Street, located north of Site 1. Construction noise impacts on single-family homes on Baker Avenue and 9th Street, located north of Site 3, would decrease compared to the project because no structures would be built on Sites 2 and 3 of the project site. Accordingly, construction noise impacts would be environmentally superior to the

project; however, like the project, this alternative would require project-specific mitigation (Mitigation Measure NOI-1) to reduce construction noise impacts to a level of less than significant. Under long-term operational conditions, noise impacts from operations on the project site (i.e., stationary noise) would be similar relative to the project due to relatively similar operational practice (i.e., cargo loading/unloading activities) and similar daily heavy truck traffic volumes. Because there would be a greater setback under this alternative, operational noise impacts to sensitive receptors along Baker Avenue and 9th Street (north of Site 3) would be less than the project; however, impacts would still be significant and unavoidable in the City of Ontario. Like the project, this alternative would also require Mitigation Measure NOI-2 to reduce nighttime operational impacts to sensitive receptors in the City of Rancho Cucamonga to a level of less than significant. Lastly, this alternative would not require Mitigation Measure NOI-3 because the warehouse building under this alternative would be developed on Site 1, which is on the east portion of the project and would not create construction vibration impacts on the Baker House located on near the west project site boundary. Therefore, Alternative 3 would be environmentally superior to the project regarding noise in terms of construction and vibration impacts, and environmentally equivalent in terms of long-term noise impacts.

#### **n. Population and Housing**

This alternative involves development of an industrial warehouse totaling 982,096 sf, which is equal to the total building square footage for the proposed project. Therefore, it is anticipated that the demand for employees would be similar. Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the city, this analysis conservatively assumes that the new employees would relocate to the city and become residents. According to SCAG's RTP/SCS, the city's population is projected to increase by approximately 27,755 persons over the next 22 years. Therefore, like the project, this alternative would still be within the city's population projections. In addition, like the project, there would be no displacement of housing. As a result, Alternative 3 would be environmentally equivalent to the project regarding population and housing.

#### **o. Public Services and Recreation**

This alternative involves development of an industrial warehouse totaling 982,096 sf, which is equal to the total building square footage for the proposed project. Demands for public services including fire protection, police protection, schools, parks, recreational facilities, libraries, and other general governmental services under this alternative would be similar to the project and would not require new or modified facilities. Under this alternative and the proposed project, the applicant would pay applicable fees to provide an adequate number of services. Therefore, Alternative 3 would be environmentally equivalent to the project regarding public services and recreation.

#### **p. Transportation**

This alternative involves development of an industrial warehouse totaling 982,096 sf, which is equal to the total building square footage for the proposed project. This alternative would contain a modified transportation routing scheme compared to the proposed project with vehicular access provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Under this alternative, the warehouse building would be developed on the east portion of the project site; therefore, the driveway from the north side of Baker Avenue would not be needed. The 9th Street driveway would provide inbound/outbound

access for passenger vehicles and trucks; however, trucks exiting onto 9th Street would be restricted to turn right only. Trucks would not be permitted to turn left and head towards Baker Avenue. The northern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles and trucks and the southern driveway from Vineyard Avenue would provide inbound/outbound access for passenger vehicles only. The driveway from Baker Avenue would be restricted to passenger vehicle traffic only; no heavy trucks would be permitted to enter/exit the site from the Baker Avenue driveway. This alternative would also provide passenger vehicle parking areas and bicycle parking spaces. Therefore, as with the project, the Single Building Alternative would meet the circulation goals and policies outlined in the City's General Plan and SCAG's RTC/SCS and would not conflict with a circulation plan or policy.

As discussed in Section 4.16, *Transportation*, the project would have a less-than-significant impact related to VMT and would not conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision(b). Because this alternative would develop the same size warehouse as the project, this alternative would generate traffic that is similar to the project, and therefore would also have a less-than-significant transportation impact based on VMT and would not conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision(b). Further, both the project and the Single Building Alternative would adhere to the City's requirements for circulation and access and would not cause any impacts related to increased hazards due to design or incompatible uses, or emergency access. Thus, Alternative 3 would be environmentally equivalent to the project regarding transportation impacts.

#### **q. Tribal Cultural Resources**

The Single Building Alternative would develop a 982,096 sf warehouse building on Site 1 and would not construct a warehouse building on Sites 2 and 3; therefore, this alternative would require less intensive grading and excavation activities on Sites 2 and 3. Due to less intensive grading and excavation activities, this alternative would result in less potential impacts to significant tribal cultural resources than the proposed project. Similar to the project, this impact would be reduced to a level of less than significant with implementation of project-specific mitigation measures (Mitigation Measures TCR-1 through TCR-4). Like the proposed project, this alternative would not impact the existing historical building on the site. Therefore, this alternative would be environmentally superior to the project regarding tribal cultural resources and would require the same mitigation measures.

#### **r. Utilities and Service Systems**

Like the proposed project, the Single Building Alternative would result in a demand for services including natural gas, electricity, water, wastewater treatments, and solid waste disposal, which would be similar as the project. Existing utilities would be extended and upgraded as needed during construction of the project and this alternative to serve the anticipated demands and to accommodate operation of each. While the project and this alternative would increase the overall demand for services, adequate capacity to serve this alternative and the project is anticipated because both the project and this alternative would be developing a warehouse use, which is consistent with the existing land use and therefore was already accounted for in the CVWD's UWMP. This alternative would tie into existing utility lines within the existing roadways and within the existing already disturbed rights-of-way adjacent to the site. No additional impacts to listed resources including electricity, natural gas, sewer, water, and telecommunications infrastructure, would occur. Impacts under this alternative would be similar and would remain less than significant



under both this alternative and the project. Therefore, this alternative would be environmentally equivalent to the project regarding utilities and service systems.

#### **s. Wildfire**

Like the proposed project, this alternative would develop the entire project site (45.97 acres). According to CalFire, the project site is not within any type of identified Fire Hazard Severity Zone and the nearest VHFHSZ in an SRA is located approximately 4.7 miles north of the project site. Therefore, the Rancho Cucamonga Fire Department would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The warehouse structure under this alternative would be predominantly concrete, which is not typically susceptible to fire. Specifically, the warehouse would be built consistent with the California Building Code, requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system. Neither this alternative nor the project would interfere with any emergency plan or evacuation plan. This alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the project nor this alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this alternative would be environmentally equivalent to the project regarding wildfire.

## **5.4 Alternative 4: Data Center Alternative**

### **5.4.1 Description**

The Data Center Alternative would involve the development of two data center buildings totaling approximately 522,258 sf on Site 3 (western portion) of the project site, which would be 459,838 sf (approximately 47 percent) less than the proposed project's total building area. The project would include associated backup generators, surface parking, and landscaping within the project site, as well as frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along the project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. The data center would require an increase in the electricity grid that is supplied by Southern California Edison (SCE) through a new 261,362-sf electrical substation to be constructed on the site as part of this alternative.

The maximum building height of each building would be 51 feet, which is the same as the tallest warehouse building under the proposed project. Both buildings would be two stories with a total of 261,129 sf building footprint (approximately 130,564 sf footprint for each building). The data center would generate 75 to 100 full-time employees and have a maximum electrical load of 350 megawatts (MW). The central and eastern portions of the site would be graded and developed with surface parking and landscaping. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Standards would be required. Vehicular access would be provided by two driveways on Baker Avenue. Because the data center facility would generate less employees and would be developed on the western portion of the project site, the driveway from the south side of Vineyard Avenue and the north side of Baker Avenue would not be needed.

The Data Center Alternative would increase impacts related to air quality, energy, GHG emissions, and utilities and service systems and decrease impacts related to aesthetics, biological resources, cultural resources, geology and soils, noise, population and housing, public services and recreation,

transportation, and tribal cultural resources. Alternative 4 would eliminate the significant and unavoidable noise impacts associated with nighttime truck traffic. However, data centers are not identified in the City's General Plan and RCMC, so it is not an allowable land use in the NI zone, so this alternative would also result in a significant and unavoidable land use and planning impact. The Data Center Alternative would fail to meet project Objectives 1, 2, 3, 4, and 6, and would meet Objective 5 less effectively than the project.

## 5.4.2 Impact Analysis

### a. Aesthetics

Under the Data Center Alternative, the project site would be developed with two data center buildings on the west side of the project site, which would surround the Baker House. With this alternative, visual changes to the site as seen from off-site viewers including residents to the west and north or drivers around the site, would be similar compared to the proposed project because there would be two buildings on Site 3 that would be similar to the total size of the one building under the proposed project. However, the eastern portion of the project site would be vacant and undeveloped; therefore, there would be less visual change for public views along Vineyard Avenue and the project's frontage with the east side of 9th Street. Light and glare impacts are also anticipated to be reduced due to the smaller building footprint and less overall development. It is anticipated that with this alternative there would be reduced nighttime lighting from security lights and parking lot lighting compared to the proposed project. Therefore, under Alternative 4, impacts regarding aesthetics, light, and glare would be environmentally superior to the proposed project.

### b. Agricultural and Forestry Resources

Under this alternative, the site would be developed with two data center buildings. The entire project site is categorized as Urban and Built-Up Land and is not zoned for agricultural use, forest land, or timberland. The project site is also not under a Williamson Act contract and would not commit any portion of the project site to non-agricultural use. Therefore, Alternative 4 would have no impacts associated with agricultural and forestry resources, which are equal in comparison to the proposed project.

### c. Air Quality

Alternative 4 involves development of two data center buildings totaling 522,258 sf, which would be reduced by 47 percent in comparison the proposed project. Due to the reduced square footage, this alternative and the project would generate a reduced amount of air quality emissions during construction activities. As for operational air quality impacts, this alternative would generate 723 less employees, and therefore, would generate substantially less passenger vehicle trips and truck trips. However, the land use intensity of a data center would generate a greater amount of operational air quality emissions than the three warehouses under the proposed project due to the intensive energy use and cooling requirements, particularly if powered by fossil fuels. In summary, the Data Center Alternative would be environmentally superior to the project regarding construction-related air quality impacts and environmentally inferior to the project regarding operational air quality impacts.

#### **d. Biological Resources**

This alternative would disturb the same amount of acreage as the proposed project, however, less extensively due to a reduced building footprint. Unlike the proposed project, Sites 1 and 2 would not be developed with a warehouse building. As such, this alternative would introduce incrementally less impacts to special bird species, nesting birds, riparian habitats, wetlands, and historic trees during grading, excavation, and construction activities. Implementation of this alternative would utilize the same mitigation measure (Mitigation Measure BIO-1) to bring all potential impacts to less-than-significant levels. Therefore, this alternative would result in slightly reduced potential impacts to special-status species, nesting birds, and use of the site as habitat or foraging habitat. Similar to the project, direct and indirect impacts on biological resources would be mitigated to less than significant under this alternative. The Data Center Alternative would be environmentally superior to the project regarding biological resources.

#### **e. Cultural Resources**

Under this alternative, rehabilitation of the Baker House would occur under this alternative, which would require implementation of project-specific Mitigation Measures CUL-1 through CUL-3 to ensure compliance with the Secretary of the Interior (SOI) Standards for historic resources, and NOI-3 to reduce potential vibration impacts to the Baker house during construction. This alternative would develop the entire project site; however, due to a reduced building footprint and building size, grading and excavation activities would be less extensive, which would slightly reduce potential impacts to significant archaeological resources. The Data Center Alternative would require the same mitigation (Mitigation Measure CUL-4) as the proposed project for the possibility of encountering significant archaeological resources during grading and excavation activities. With implementation of Mitigation Measure CUL-4, potential significant archaeological impacts would be reduced to a level of less than significant. Lastly, like the project, this alternative could potentially disturb previously unidentified or unknown human remains and would require compliance with California Health and Safety Code Section 7050.5 to preclude any potential human remains impacts. Therefore, the Data Center Alternative would be environmentally superior to the project regarding cultural resources.

#### **f. Energy**

The energy consumption associated with project construction which includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips would occur with this alternative. Like the project, this alternative would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction activities nor would it conflict with State or local energy efficient plans; however, this alternative would generate substantially less energy than the project due to the reduced building size of the data center.

Under this alternative, energy demand from operation of the data center would include electricity consumed by computer servers, chillers, and building operations as well as gasoline fuel consumed by employee vehicle trips and diesel fuel intermittently consumed by backup generators and diesel delivery tank trucks. Therefore, this alternative would result in a substantial increase in electricity demand. SCE is subject to the state's Renewable Portfolio Standard, which mandates that a certain percentage of electricity sales come from renewable sources. In addition, this alternative would incorporate higher efficiency plumbing fixtures in accordance with the latest Title 24 requirements, which would reduce the potential for the inefficient or wasteful consumption of energy related to

water and wastewater. Furthermore, cooling equipment would include air cooled chillers that only require a one-time fill of water for operation, which would further reduce wasteful and unnecessary water consumption as compared to traditional evaporative cooling systems. As discussed in Air Quality above, the land use intensity of a data center would generate 723 less employees and therefore, a substantially reduced amount of passenger vehicle trips and truck trips, which would result in less energy impacts from mobile sources. In conclusion, operation-related energy impacts under this alternative would be less than significant; however, because data centers consume substantially more energy compared to a warehouse use (proposed project), this alternative would be environmentally inferior to the project.

### **g. Geology and Soils**

The project site is susceptible to loss of topsoil, impacts from strong seismic activity, development on an unstable soil, and impacts on paleontological resources. Like the project, this alternative would disturb the entire site; however, due to the reduced building footprint and building size, construction activities would occur for a shorter duration and therefore result in decreased soil erosion and loss of topsoil from construction activities. In addition, this alternative would develop a data center facility with a reduced building size and building footprint, which would reduce the depth and intensity of grading and excavation activities, and therefore, decrease potential impacts to paleontological resources.

Alternative 4 would introduce 723 less employees to the area that could be impacted by hazardous geologic conditions. However, this alternative would be required to implement similar mitigation (Mitigation Measure GEO-1) and project design features to reduce impacts related to unstable soils that would be prone to collapse and subsidence. Mitigation Measure GEO-1 includes specific design considerations for site grading, construction, foundation, floor slab, retaining wall, and pavement outlined in the project's geotechnical report. Similar to the project, direct and indirect impacts from geology and soils under this alternative would conform to all required codes and where applicable, would be mitigated to levels of less than significant. In terms of exacerbating geologic hazards, construction and operation of this alternative would not increase the risk of or from hazards including faults and seismicity, liquefaction, subsidence, collapse, expansive soils, landslides, soil stability, or slopes, compared to the project. This alternative would not exacerbate any of the listed existing geologic conditions. Regarding soil disturbance and erosion, this alternative would also implement an approved SWPPP, and BMPs would ensure these impacts remain less than significant. Therefore, the Data Center Alternative would be environmentally superior to the proposed project regarding geology, and soils.

### **h. Greenhouse Gas Emissions**

This alternative involves development of a data center with a reduced building footprint and building size compared to the proposed project. As a result, the data center would generate 723 less employees in the area and therefore, a smaller number of passenger vehicle trips and truck trips, which would reduce GHG impacts. However, the land use intensity of a data center would consume a substantially larger amount of energy than the project's proposed warehouse use due to intensive computing and cooling needs. This alternative would also require project-specific mitigation (Mitigation Measure GHG-1), which include GHG reduction measures, such as a minimum number of electric vehicle (EV) parking stall and using electricity or zero emissions technologies or fuels for heavy-duty off-road vehicles and equipment, to ensure consistency with the CAP. Therefore, the

Data Center Alternative would be environmentally inferior to the project with mitigation incorporated regarding GHG impacts.

### **i. Hazards and Hazardous Materials**

All findings of the Phase I and II ESAs prepared for the project would be applicable under this alternative, which determined that soil impacts located at the northeast corner of the project site would be localized and do not extend beyond the visible staining. Like the proposed project, this alternative would be required to implement Mitigation Measure HAZ-2, which involves a soil remediation plan to transport soil located at Boring B-8 (northeast corner of the project site) off-site to an appropriate disposal facility. With implementation of Mitigation Measure HAZ-2, the project site would not be considered a hazardous materials site.

Under this alternative, potentially hazardous materials include cleaners, pesticides for landscaping treatment chemicals for the cooling system, and diesel fuel for backup generators. All potentially hazardous materials used on the project site would be contained, stored, and used in accordance with the manufacturer's instructions and handled in compliance with applicable standards and regulations. Like the proposed project, this alternative would also require Mitigation Measure HAZ-1, which includes a risk management plan for facilities that store, handle, or use regulated substances as defined in the California Health and Safety Code Section 25532 (j) in excess of threshold quantities for review and approval by the City Planning and Engineering Departments. With implementation of Mitigation Measure HAZ-1, impacts associated with the accidental release of hazardous materials during operations would be reduced to a level of less than significant under this alternative. Furthermore, aircraft safety hazards and emergency response plan or emergency evacuation plan impacts under this alternative would be similar to the project due to mandatory compliance with the City's General Plan and participation in the City's Impact Fee Program. Therefore, hazards and hazardous materials impacts under this alternative would be environmentally equivalent to the project.

### **j. Hydrology and Water Quality**

The Data Center Alternative would be subject to the same hydrology and water quality regulations as the project. This alternative would result in reduced short-term impacts to water quality, because construction activities would occur on a smaller building footprint and building size than the proposed project. This alternative would still require mitigation (Mitigation Measure HYD-1) to reduce short-term water quality impacts to a level of less than significant.

Both this alternative and the proposed project would substantially change the hydrologic conditions of the site through construction. Project implementation would increase the rate and amount of stormwater runoff, and change its quality, by adding impervious surfaces and land uses. The project's potential long-term hydrology and water quality impacts, which were concluded to be less than significant with mitigation, would be slightly less than this alternative due to a smaller building footprint and building size. Like the proposed project, this alternative would be subject to a water quality management plan and SWPPP with BMPs to minimize impacts from erosion and run-off water. This alternative could result in increased demands on groundwater resources and be conditioned to install an approximately 66- to 78-inch wide storm drainpipe along the southern boundary of the project site with a new outfall structure to connect the storm drain system to the concrete-lined Cucamonga Creek. In summary, the Data Center Alternative would be environmentally equivalent to the project with mitigation measures incorporated regarding hydrology and water quality impacts.

## **k. Land Use and Planning**

Under existing conditions, the project site is designated as Neo-Industrial Employment District under the City's General Plan Land Use Map and zoned as NI under the RCMC. This alternative involves the development of a data center, which is not identified in the City's General Plan and RCMC, so it is not an allowable land use in the NI Zone.; therefore, this alternative would conflict with the City's General Plan and RCMC and result in a significant and unavoidable land use and planning impact. This alternative would meet some of the goals and policies of the City's General Plan similarly to the project. However, this alternative would be less consistent with Policy LC-1.11, which ensures compatibility of new development with adjacent context. The project site is surrounded by industrial warehouses to the north and northeast, which would be more compatible with the project's proposed warehouse use. In addition, this alternative would be less compatible with Policy LC-3.8, which states to encourage new employment generating uses and businesses that improve the jobs-housing match in the city. This alternative would generate 723 less employees than the proposed project; therefore, this alternative would not increase job options for nearby residents as effectively as the proposed project. This alternative would generate substantially more water and utility demand than the proposed project and would therefore be less consistent with Policy RC-2.1 (Water Supplies), Policy RC-2.2 (Groundwater Recharge), Policy RC-2.5 (Water Conservation), Policy RC-6.12 (Reduced Water Supplies), Policy RC-7.15 (Utility Preservation). Like the project, this alternative would conflict with Policy LC-7.4 (industrial land use within 1,000 feet of residential uses) because data centers are not identified in the City's General Plan and RCMC, so it is not an allowable land use in any zone.

Because this alternative would result in less biological resources, cultural resources, paleontological resources, noise, and transportation impacts, this alternative would be more consistent with the following policies and not require mitigation to be consistent with the following policies: Policy MA-2.8 (Facility Service Levels), Policy RC-3.1 (Sensitive Habitat), Policy RC-3.3 (Wildfire Corridors), Policy RC-3.6 (Grading and Vegetation Removal), Policy RC-4.1 (Disturbance of Human Remains), Policy RC-4.6 (Paleontological Resources), Policy RC-5.1 (Pollutant Sources), Policy RC-5.4 (Health Risk Assessment), Policy RC-5.5 (Impacts to Air Quality), Policy RC-5.8 (New Localized Air Pollution Sources Near Existing Sensitive Receptors), Policy RC-5.6 (Community Benefit Plan), Policy RC-5.11 (Dust and Odor), Policy RC-6.17 (Off-Site GHG Mitigation), Policy N-1.1 (Noise Levels), Policy N-1.4 (New Development Near Major Noise Sources), and Policy N-1.8 (Vibration Impact). In conclusion, the Data Center Alternative would be environmentally equivalent to the project regarding land use and planning.

## **l. Mineral Resources**

The project site is within an area designated as MRZ-2. Despite the project's location within this zone, the site's previously disturbed and developed nature would make any impact to significant mineral resources unlikely. No aggregate recovery is practiced in the area. Like the project, this alternative would develop the entire site and would require grading, excavation, and construction activities across the same land area. Therefore, this alternative would be environmentally equivalent to the project regarding mineral resources.

### **m. Noise**

This alternative involves development of a data center totaling 522,258 sf, which would be 47 percent less than the total square footage of the project's proposed three warehouse buildings. Therefore, the construction duration under this alternative would be shorter than the proposed project and would require substantially less construction than the proposed project. In addition, because the data center would be developed on Site 3, which is the western portion of the project site, construction noise impacts on the single-family residence on 8th Street and the single-family residences on 9th Street, located north of Site 1, would decrease compared to the proposed project. Accordingly, construction noise impacts under this alternative would be environmentally superior to the project. However, this alternative would still require project-specific mitigation (Mitigation Measure NOI-1) to reduce construction noise impacts to a level of less than significant.

Under long-term operational conditions, noise impacts from operations on the project site (i.e., stationary noise) would include emergency generator testing. The tests would be subject to the local noise regulations which would occur intermittently, but they would generate substantial noise in non-emergency situations. Furthermore, other noise sources would include heating ventilation, and air conditioning units and cooling tower pumps and fans. A worst-case scenario would occur if the generators were tested in conjunction with the regularly operating equipment. However, since the frequency of testing the generators are low and generators would be tested one at a time, the noise generated during the worst-case scenario would not be substantially higher than that during normal operation. However, there are measures and devices typically implemented at data centers for the purpose of reducing noise levels to be compatible with regulations adopted by the local regulatory authorities, such as an acoustic wall, enclosures, low speed fans, duct and transition silences, acoustic louvers, acoustical building panels, and sound dampening server cabinets.

Furthermore, this alternative would generate substantially less daily heavy truck traffic volumes than the project because this alternative would generate 75-100 employees (723 less employees compared to the project) and minimal heavy truck volumes from occasional diesel delivery tank trucks. Because there would be substantially less operational noise occurring, this alternative would avoid significant and unavoidable operational impacts to sensitive receptors in the City of Ontario and would avoid significant operational impacts to sensitive receptors in the City of Rancho Cucamonga. However, this alternative would require the same mitigation (Mitigation Measure NOI-2) as the project to reduce construction vibration in the vicinity of the Baker House and adjacent residences to a level of less than significant. In conclusion, this alternative would be environmentally superior to the project regarding noise impacts.

### **n. Population and Housing**

This alternative involves development of a data center facility, which would generate 723 less employees and therefore less demand for new workers potentially needing housing within the city compared to the project. According to SCAG's RTP/SCS, the City's population is projected to increase by approximately 27,755 persons over the next 22 years. Therefore, like the project, this alternative would still be within the city's population projections. In addition, like the project, there would be no displacement of housing. As a result, this alternative would be environmentally superior to the project regarding population and housing.

### **o. Public Services and Recreation**

This alternative involves development of a data center, which would result in 723 less employees generated than the proposed project. Demands for public services including fire protection, police protection, schools, parks, recreational facilities, libraries, and other general governmental services under this alternative would be substantially less than the project and would not require new or modified facilities. Under this alternative and the project, the applicant would pay applicable fees to provide an adequate number of services. Therefore, this alternative would be environmentally superior to the project regarding public services and recreation.

### **p. Transportation**

This alternative involves development of a data center totaling 522,258 sf, which would be 47 percent less than the total square footage of the project's proposed three warehouse buildings. This alternative would contain a modified transportation routing scheme compared to the proposed project with vehicular access provided for Site 3 by two driveways along Baker Avenue. Because the data center facility would generate less employees and would be developed on the western portion of the project site, the driveways from the south side of Vineyard Avenue and the north side of Baker Avenue would not be needed and the truck traffic that would occur under the proposed project would be eliminated. This alternative would also provide passenger vehicle parking areas and bicycle parking spaces. Therefore, as with the project, the Data Center Alternative would meet the circulation goals and policies outlined in the City's General Plan and SCAG's RTC/SCS and would not conflict with a circulation plan or policy.

In addition, the smaller buildings under this alternative would generate substantially less traffic compared to the proposed project (723 less employees); therefore, VMT impacts would be reduced compared to the project, and like the proposed project, would not conflict with or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision(b). Both the project and the Data Center Alternative would adhere to the City's requirements for circulation and access and would not cause any impacts related to increased hazards due to design or incompatible uses, or emergency access. Thus, this alternative would be environmentally superior to the project regarding transportation impacts.

### **q. Tribal Cultural Resources**

This alternative would develop the entire project site; however, due to a reduced building footprint, grading and excavation activities would be less extensive, which would slightly reduce potential impacts to significant tribal cultural resources. The Data Center Alternative would require the same mitigation (Mitigation Measures TCR-1 through TCR-4) as the proposed project for the possibility of encountering significant tribal cultural resources during grading and excavation activities. With implementation of Mitigation Measures TCR-1 through TCR-4, potential significant tribal cultural resources impacts would be reduced to a level of less than significant. Like the proposed project, this alternative would not impact the existing historical building on the site. Therefore, this alternative would be environmentally superior to the project regarding tribal cultural resources and would require the same mitigation measures.



## **r. Utilities and Service Systems**

The Data Center Alternative would result in a demand for services including electricity, water, wastewater treatments, telecommunications infrastructure, and solid waste disposal. Existing utilities would be extended and upgraded as needed during construction of the project (with the exception of telecommunications infrastructure) and this alternative to serve the anticipated demands and to accommodate operation of each. Under this alternative, impacts related to solid waste would be similar to the project. However, impacts related to electricity, wastewater, and telecommunications infrastructure would substantially increase under this alternative because data centers require significantly more water, wastewater, and telecommunications infrastructure due to the cooling requirements of the data center equipment and in order to house computer systems and servers. In addition, the data center is not consistent with the existing General Plan land use designation; therefore, the water demand for a data center is not accounted for in CVWD's 2020 UWMP. As a result, CVWD's 2020 UWMP may not have adequate capacity to serve this alternative. In summary, this alternative would be environmentally inferior to the project regarding utilities and service systems.

## **s. Wildfire**

Like the proposed project, this alternative would develop the entire project site (45.97 acres). According to CalFire, the project site is not within any type of identified Fire Hazard Severity Zone and the nearest VHFHSZ in an SRA is located approximately 4.7 miles north of the project site. Therefore, the Rancho Cucamonga Fire Department would serve as first responders in case of any structural fire and medical emergency response service, as well as other emergency management and response programs. The data center buildings under this alternative contain numerous electrical components and equipment that can pose a fire risk if not properly maintained or handled. However, the data center would be regularly inspected and maintained according to applicable state and local regulations, and built consistent with the California Building Code, requiring new buildings to use ignition-resistant construction methods and materials as well as have a fire suppression system and a temperature monitoring and control system. Neither this alternative nor the project would interfere with any emergency plan or evacuation plan. This alternative also would not exacerbate any existing fire hazards associated with slopes or spreading of wildfire. Lastly, neither the project nor this alternative would require construction of any infrastructure that could exacerbate fire hazards. Therefore, this alternative would be environmentally equivalent to the project regarding wildfire.

## **5.5 Alternatives Considered but Rejected**

Section 15126.6(c) of the *CEQA Guidelines* specifies that an EIR should 1) identify alternatives that were considered by the Lead Agency but were eliminated from detailed consideration because they were determined to be infeasible during the scoping process, and 2) briefly explain the reasons underlying the Lead Agency's determination. Section 15126.6(c) of the *CEQA Guidelines* states, "[a]mong the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered but not selected for detailed analysis in this Draft EIR. As described in greater detail below, the main reason for rejecting these alternatives was that they

would not avoid or substantially reduce the impacts associated with the project and/or would not be consistent with the project objectives.

### 5.5.1 Residential Alternative

This alternative would place residences within 1,000 feet of existing industrial development located to the north, west and south of the project site, which would not be consistent with Policy LC-7.4 of the City's General Plan and would not reduce the land use impact to a level of less than significant. Furthermore, this alternative is not considered applicable or feasible, as the applicant does not develop residential development nor does this alternative meet the project objectives. Therefore, the potential impacts under this alternative would remain significant, and it was rejected for further consideration and not discussed further.

### 5.5.2 Business and Professional Park Alternative

The Business and Professional Park Alternative would involve the development of 26 two-story buildings each approximately 46,205 sf, which would total 1,201,330 sf. This alternative would meet the requirements for FAR and building height allowed under the Neo-Industrial (NI) designation. The maximum FAR for the land use designations is 60 percent. A 60 percent FAR for a total lot size of 2,002,221 sf would allow the total building square footage of up to approximately 1,201,332 sf.

Similar to the proposed project, the office<sup>1</sup> land uses under this alternative would be permitted within the NI zone. It is anticipated that an office development would be similar to the business park located at the north end of the site along Lanyard Court. The overall design and configuration of these buildings would not allow for industrial uses; therefore, this alternative would avoid the significant land use impacts associated with the proposed project because industrial uses would not be developed within 1,000 of the existing residences and, given that business parks do not operate during the night, the nighttime traffic noise associated with the proposed project would be eliminated. In addition, the community's concerns regarding truck trips would be avoided under this alternative. However, due to the combination of high construction costs, lack of financing for office developments, and potentially unfavorable market conditions, the development of a business and professional park is not economically viable and would not meet the project objectives. Therefore, this alternative was rejected from further consideration and not discussed further.

### 5.5.3 Alternative Project Site

*CEQA Guidelines* Section 15126.6(f)(2) sets forth considerations to be used in evaluating an alternative location. The section states that the "key question" is whether any of the significant effects of the project would be avoided or substantially lessened by relocating the project. The *CEQA Guidelines* identify the following factors that may be taken into account when addressing the feasibility of an alternative location: site suitability, economic viability, availability of infrastructure, General Plan consistency, other plans or regulatory limitations, jurisdictional boundaries, whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site.

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<sup>1</sup> RCMC Section 17.32.020 (43). Office, business and professional. This use listing includes offices of administrative businesses providing direct services to consumers (e.g., insurance companies, utility companies), government agency and service facilities (e.g., post office, civic center), professional offices (e.g., accounting, attorneys, public relations), and offices engaged in the production of intellectual property (e.g., advertising, architecture, computer programming). This use does not include medical offices (see Medical services, general); temporary offices, or offices that are incidental and accessory to another business or sales activity that is the primary use (see Office, accessory). Outdoor storage of materials is prohibited.

The *CEQA Guidelines* establish that only locations that would accomplish the aforementioned objective should be considered alternative locations for the proposed project. As discussed in Section 4.11, *Land Use and Planning*, the proposed project would have a significant and unavoidable land use impact (even with implementation of mitigation) due to inconsistency with Policy LU-7.4 of the City's General Plan, which discourages industrial development within 1,000 feet of residential development (i.e., Impact LU-2). In addition, the proposed project would have a significant and unavoidable operational noise impact (i.e., Impact NOI-1) due to exceeding operational noise levels at nearby sensitive receptors in the City of Ontario. Based on a review of aerial photography, there are no other available, undeveloped properties of similar size (i.e., 45.96 acres) that are zoned for and adjacent to other properties designated for industrial development and that would reduce or avoid the project's significant and unavoidable impacts related to land use and planning and noise because the city is heavily developed with residential uses. Furthermore, the applicant does not control other undeveloped property of similar size within the city or in the immediate area. Therefore, a potential alternative location is not considered applicable or feasible. This alternative was rejected from further consideration and not discussed further.

## 5.6 Environmentally Superior Alternative

Table 5-2 indicates whether each alternative's environmental impact is greater than, less than, or similar to that of the proposed project for each of the issue areas studied.

Alternative 1 (*No Project/No Build*) assumes the proposed three warehouse buildings and associated landscaping and surface lot improvements would not be constructed, and the Baker House would remain vacant with no associated operations. This alternative would avoid significant and unavoidable impacts related to land use and planning and noise, and reduce impacts to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services and recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire due to no development/physical change to the project site. However, Alternative 1 would not fulfill any project objectives, would not realize any of the project's design benefits associated with new development, would not meet current City design standards, and has potential for negative effects associated with urban blight and safety and security issues.

Alternative 2 (*No Project/Likely to be Built Under the Current Development Code*) would involve the development of one warehouse building on Site 1 of the project site (eastern portion) totaling 1,201,332 sf, which is the maximum floor area ratio (FAR) (60 percent) for the site's existing NI zone. The building would be built to the 75-foot maximum height allowed by the City and the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP), which would be 24 feet taller than the proposed project's tallest warehouse building. Under this alternative, the warehouse building would be three stories and have a building footprint of 400,444 sf, which would reduce the building footprint in comparison with the project by 90,604 sf (18 percent). The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue. Because the warehouse building would be

developed on the east portion of the project site, the driveway from the north side of Baker Avenue would not be needed.

Due to the increase in square footage in comparison to the proposed project, Alternative 2 would increase impacts to aesthetics, air quality, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services and recreation, transportation, and utilities and service systems, and decrease impacts to cultural resources, paleontological resources, and tribal cultural resources. Alternative 2 would not eliminate the unavoidable and significant impacts related to land use and planning and noise. Alternative 2 would meet the majority of the project objectives except for Objective 3 and meet Objective 5 less effectively than the project.

Alternative 3 (*Single Building Alternative*) would involve the development of one warehousing building totaling 982,096 sf on Site 1 of the project site (eastern portion). Although the maximum FAR for the site's existing NI zone would allow the single warehouse building to be up to approximately 1,201,332 sf, the square footage for the single building would be kept consistent with the project for the purpose of air quality, GHG emissions, noise, etc. comparisons. The maximum building height would be 51 feet, and two stories, which would be equal to the project's tallest proposed warehouse building. The central and western portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Secretary of the Interior Standards for the Treatment of Historic Properties (Standards) would be required. Vehicular access would be provided by one driveway from 9th Street, two driveways from Vineyard Avenue, and one driveway from the south side of Baker Avenue.

Because the warehouse building would be developed on the east portion of the project site, the driveway from the north side of Baker Avenue would not be needed. Alternative 3 would have equal impacts to all issue areas with the exception of decreased aesthetics, cultural resources, geology and soils, hydrology and water quality, noise, and tribal cultural resources impacts. Alternative 3 would meet all project objectives except for Objective 3, and Objective 5 not as effectively as the project.

Alternative 4 (*Data Center Alternative*) would involve the development of two data center buildings totaling approximately 522,258 sf on Site 3 (western portion) of the project site, which would be approximately 47 percent less than the proposed project's total building area. The project would include associated backup generators, surface parking, and landscaping within the project site, as well as frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along the project's 9th Street, Vineyard Avenue, and Baker Avenue frontages. The data center would be supplied electricity by Southern California Edison (SCE) through a new 261,362-sf electrical substation to be constructed on the site as part of the data center. The maximum building height would be 51 feet, which is the same as the tallest proposed warehouse building under the proposed project. Both buildings would be two stories with a total of 261,129 sf building footprint. The data center would generate 75 to 100 full-time employees and have a maximum electrical load of 350 megawatts (MW). The central and eastern portions of the site would be graded and developed with surface parking and landscaping. This alternative would also include frontage improvements (street paving rehab, sidewalk, parkway landscaping, streetlights, fire hydrants, curb and gutter, etc.) along project's 9th Street, Vineyard Avenue, and

Baker Avenue frontages. Similar to the proposed project, the Baker House along the western border of the project site would be retained and rehabilitated, and compliance with the Standards would be required. Vehicular access would be provided by two driveways along Baker Avenue. Because the data center facility would generate less employees and would be developed on the western portion of the project site, the driveway from the south side of Vineyard Avenue and the north side of Baker Avenue would not be needed.

The Data Center Alternative would increase impacts related to air quality, energy, GHG emissions, and utilities and service systems and decrease impacts related to aesthetics, biological resources, cultural resources, geology and soils, noise, population and housing, public services and recreation, transportation, and tribal cultural resources. Alternative 4 would eliminate the significant and unavoidable noise impacts associated with nighttime truck traffic. However, data centers are not identified in the City's General Plan and RCMC, so it is not an allowable land use in the NI zone, so this alternative would also result in a significant and unavoidable land use and planning impact. The Data Center Alternative would fail to meet project Objectives 1, 2, 3, 4, and 6, and would meet Objective 5 less effectively than the project.

In conclusion, because Alternative 3 would decrease aesthetics, cultural resources, geology and soils, hydrology and water quality, noise, and tribal cultural resources impacts and would be consistent with eight of the nine project objectives, it is the environmentally superior alternative.

**Table 5-2 Impact Comparison of Alternatives**

| <b>Issue</b>                        | <b>Proposed Project<br/>Impact Classification</b>  | <b>Alternative 1:<br/>No Project/No<br/>Build</b> | <b>Alternative 2:<br/>No Project/ Likely to be<br/>Built Under the Current<br/>Development Code</b> | <b>Alternative 3:<br/>Single-<br/>Building</b> | <b>Alternative 4:<br/>Data Center</b> |
|-------------------------------------|----------------------------------------------------|---------------------------------------------------|-----------------------------------------------------------------------------------------------------|------------------------------------------------|---------------------------------------|
| Aesthetics                          | Less than Significant Impact                       | +                                                 | -                                                                                                   | +                                              | +                                     |
| Agricultural and Forestry Resources | No Impact                                          | =                                                 | =                                                                                                   | =                                              | =                                     |
| Air Quality                         | Less than Significant Impact                       | +                                                 | -                                                                                                   | =                                              | -                                     |
| Biological Resources                | Less than Significant with Mitigation Incorporated | +                                                 | =                                                                                                   | =                                              | +                                     |
| Cultural Resources                  | Less than Significant with Mitigation Incorporated | +                                                 | +                                                                                                   | +                                              | +                                     |
| Energy                              | Less than Significant Impact                       | +                                                 | -                                                                                                   | =                                              | -                                     |
| Geology and Soils                   | Less than Significant with Mitigation Incorporated | +                                                 | +                                                                                                   | +                                              | +                                     |
| Greenhouse Gas Emissions            | Less than Significant with Mitigation Incorporated | +                                                 | -                                                                                                   | =                                              | -                                     |
| Hazards and Hazardous Materials     | Less than Significant with Mitigation Incorporated | +                                                 | -                                                                                                   | =                                              | =                                     |

| Issue                                                                                                                                                                                                                                                  | Proposed Project Impact Classification             | Alternative 2:<br>No Project/ Likely to be<br>Built Under the Current<br>Development Code |                                       |                               |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------------------------------------------------------|---------------------------------------|-------------------------------|----|
|                                                                                                                                                                                                                                                        |                                                    | Alternative 1:<br>No Project/No<br>Build                                                  | Alternative 3:<br>Single-<br>Building | Alternative 4:<br>Data Center |    |
| Hydrology and Water Quality                                                                                                                                                                                                                            | Less than Significant with Mitigation Incorporated | +                                                                                         | -                                     | +                             | =  |
| Land Use and Planning                                                                                                                                                                                                                                  | Significant and Unavoidable Impact                 | +                                                                                         | -                                     | =                             | =  |
| Mineral Resources                                                                                                                                                                                                                                      | Less than Significant Impact                       | +                                                                                         | =                                     | =                             | =  |
| Noise                                                                                                                                                                                                                                                  | Significant and Unavoidable Impact                 | +                                                                                         | -                                     | +                             | +  |
| Population and Housing                                                                                                                                                                                                                                 | Less than Significant Impact                       | +                                                                                         | -                                     | =                             | +  |
| Public Services and Recreation                                                                                                                                                                                                                         | Less than Significant Impact                       | +                                                                                         | -                                     | =                             | +  |
| Transportation                                                                                                                                                                                                                                         | Less than Significant Impact                       | +                                                                                         | -                                     | =                             | +  |
| Tribal Cultural Resources                                                                                                                                                                                                                              | Less than Significant with Mitigation Incorporated | +                                                                                         | +                                     | +                             | +  |
| Utilities and Service Systems                                                                                                                                                                                                                          | Less than Significant Impact                       | +                                                                                         | -                                     | =                             | -  |
| Wildfire                                                                                                                                                                                                                                               | Less than Significant Impact                       | +                                                                                         | =                                     | =                             | =  |
| <b>Ability to Meet Project Objectives</b>                                                                                                                                                                                                              |                                                    |                                                                                           |                                       |                               |    |
| <b>Objective 1:</b> Expand economic development, facilitate job creation, and increase the tax base for the City of Rancho Cucamonga by establishing new industrial development adjacent to established and planned industrial areas.                  |                                                    | No                                                                                        | Yes                                   | Yes                           | No |
| <b>Objective 2:</b> Attract employment-generating businesses to the City of Rancho Cucamonga to reduce the need for members of the local workforce to commute outside the area for employment, thereby improving the job-housing balance in the City.  |                                                    | No                                                                                        | Yes                                   | Yes                           | No |
| <b>Objective 3:</b> Develop three speculative light industrial buildings in Rancho Cucamonga that are designed to meet contemporary industry standards and be economically competitive with similar industrial buildings in the local area and region. |                                                    | No                                                                                        | No                                    | No                            | No |

City of Rancho Cucamonga  
**9th and Vineyard Development Project**

| Issue                                                                                                                                                                                                                                                           | Proposed Project<br>Impact Classification | Alternative 1:<br>No Project/No<br>Build | Alternative 2:<br>No Project/ Likely to be<br>Built Under the Current<br>Development Code | Alternative 3:<br>Single-<br>Building      | Alternative 4:<br>Data Center              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------------|--------------------------------------------|--------------------------------------------|
| <b>Objective 4:</b> Attract businesses that can expedite the delivery of essential goods to consumers and businesses in Rancho Cucamonga and beyond the City boundary.                                                                                          |                                           | No                                       | Yes                                                                                       | Yes                                        | No                                         |
| <b>Objective 5:</b> Develop a project that has architectural design and operational characteristics that complement other existing and planned buildings in the vicinity and minimize conflicts with other nearby land uses.                                    |                                           | No                                       | Yes, but less effectively than the project                                                | Yes, but less effectively than the project | Yes, but less effectively than the project |
| <b>Objective 6:</b> Develop light industrial buildings in proximity to the State highway system to avoid or shorten truck-trip lengths on other roadways.                                                                                                       |                                           | No                                       | Yes                                                                                       | Yes                                        | No                                         |
| <b>Objective 7:</b> Maintain the historical resources of the City by renovating The Baker House building on-site for use by the City as a community center.                                                                                                     |                                           | No                                       | Yes                                                                                       | Yes                                        | Yes                                        |
| <b>Objective 8:</b> Reduce existing blight and the opportunity for criminal activity and provide for adequate infill development on vacant and underutilized sites with uses and design features that contribute community, economic, and sustainable benefits. |                                           | No                                       | Yes                                                                                       | Yes                                        | Yes                                        |
| <b>Objective 9:</b> Develop a property that has access to available infrastructure, including roads and utilities.                                                                                                                                              |                                           | No                                       | Yes                                                                                       | Yes                                        | Yes                                        |
| + Superior to the proposed project (reduced level of impact)                                                                                                                                                                                                    |                                           |                                          |                                                                                           |                                            |                                            |
| - Inferior to the proposed project (increased level of impact)                                                                                                                                                                                                  |                                           |                                          |                                                                                           |                                            |                                            |
| = Similar level of impact to the proposed project                                                                                                                                                                                                               |                                           |                                          |                                                                                           |                                            |                                            |

## 6 Other CEQA Required Discussions

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This section discusses growth-inducing impacts and irreversible environmental impacts that would be caused by the proposed project.

### 6.1 Growth Inducement

Section 15126(d) of the *CEQA Guidelines* requires a discussion of a proposed project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed project's growth inducing potential is therefore considered significant if project-induced growth could result in significant physical effects in one or more environmental issue areas.

#### 6.1.1 Population Growth

As discussed in Section 4.14, *Population and Housing*, of this EIR, the proposed project would not directly generate population growth because it does not include residential uses. However, the proposed industrial development may indirectly increase the population if all new employees relocated to the City of Rancho Cucamonga. According to the following subsection, *Economic Growth*, the proposed project would generate approximately 823 new employees. Although project employees would likely be drawn from the existing labor pool in the region and may not relocate to the City, this analysis conservatively assumes that 823 employees would relocate to the City and become new residents. As determined by the California Department of Finance (DOF) and Southern California Association of Governments (SCAG), the current population of Rancho Cucamonga is 173,545 and the population growth forecast is 201,300 in 2045 (DOF 2023; SCAG, 2020a). Therefore, a population growth of 27,755 could be accommodated within the City's growth projections.

Moreover, as discussed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, of this EIR, all project-related air quality and GHG impacts would be mitigated to less than significant levels. Additionally, the project involves redevelopment within a fully urbanized area that lacks significant scenic resources, native biological habitats, known cultural resource remains, surface water, or other environmental resources. Therefore, any population growth associated with the project would not result in significant long-term physical environmental effects.

#### 6.1.2 Economic Growth

The proposed project would generate temporary employment opportunities during construction. Because construction workers would be expected to be drawn from the existing regional work force, construction of the project would not be growth-inducing from a temporary employment standpoint. However, the proposed project would also add 823 long-term employment opportunities associated with the operation of three industrial warehouses.

SCAG forecasts that 16,800 jobs will be added in Rancho Cucamonga between 2016 and 2045 (SCAG 2020b). The 823 jobs anticipated by the proposed industrial development would be approximately five percent of job growth between 2020 and 2045 and, therefore, would be well within employment forecasts.



The proposed project would not be expected to induce substantial economic expansion to the extent that direct physical environmental effects would result. Moreover, the environmental effects associated with any future development in or around Rancho Cucamonga would be addressed as part of the CEQA environmental review for such development projects.

### 6.1.3 Removal of Obstacles to Growth

The proposed project is in a fully urbanized area that is well served by existing infrastructure. As discussed in Section 4.18, *Utilities and Service Systems*, and Section 4.16, *Transportation*, of this EIR, existing infrastructure in Rancho Cucamonga would be adequate to serve the project. Minor improvements to water, sewer, and drainage connection infrastructure could be needed, but would be sized to specifically serve the proposed project. No new roads would be required. Because the project constitutes redevelopment within an urbanized area and does not require the extension of new infrastructure through undeveloped areas, project implementation would not remove an obstacle to growth.

## 6.2 Significant and Unavoidable Environmental Effects

Section 15126.2(c) of the *CEQA Guidelines* requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. CEQA requires decision makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. As discussed in Section 4.11, *Land Use and Planning*, the City of Rancho Cucamonga's General Plan discourages industrial development within 1,000 feet of residence. The nearest sensitive receptors are the residences located approximately 50 feet to the north and 80 feet to the west of the project site boundary. Also, San Antonio Christian School within the City of Ontario is located approximately 130 feet to the south of the project site on 8th Street. Therefore, the project would be inconsistent with General Plan Policy LC-7.4, which is a significant and unavoidable land use impact. In addition, as discussed in Section 4.13, *Noise*, nighttime operation of the project would exceed the City of Ontario's nighttime exterior noise threshold at the south end of the project site and the City of Rancho Cucamonga's nighttime noise threshold at residences in Rancho Cucamonga across 9th Street, which would result in a significant and unavoidable noise impact.

## 6.3 Irreversible Environmental Effects

The *CEQA Guidelines* require that EIRs contain a discussion of significant irreversible environmental changes. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

The proposed project involves development of a primarily vacant property in Rancho Cucamonga. Construction and operation of the project would involve an irreversible commitment of construction materials and non-renewable energy resources. The project would involve the use of building materials and energy, some of which are non-renewable resources, to construct the overall building floor area of 982,096 square feet (sf) (not including the rehabilitated 43,997 sf historically significant building). Consumption of these resources would occur with any development in the region and are not unique to the proposed project.

The proposed project would also irreversibly increase local demand for non-renewable energy resources such as petroleum products. However, increasingly efficient building design would offset

this demand to some degree by reducing energy demands of the project. As discussed in Section 2, *Project Description*, the proposed project's design features would meet LEED certification, using less water and energy and reducing greenhouse gas emissions when compared to a commercial building that is not built to LEED standards. Water conservation elements would be incorporated into the project design to reduce the building's energy utilization and achieve LEED certification. In addition, the project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6, of the California Code of Regulations, *California's Energy Efficiency Standards for Residential and Nonresidential Buildings*) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated non-residential buildings constructed in California, and the Green Building Standards Code requires solar access, natural ventilation, and stormwater capture. Consequently, the project would not use unusual amounts of energy or construction materials and impacts related to consumption of non-renewable and slow renewable resources would be less than significant. Again, consumption of these resources would occur with any development in the region and is not unique to the proposed project.

Additional vehicle trips associated with the proposed project would incrementally increase local traffic and regional air pollutant and GHG emissions. However, as discussed in Section 4.3, *Air Quality*, and Section 4.8, *Greenhouse Gas Emissions*, of this EIR, development and operation of the project would not generate air quality or GHG emissions that would result in a significant and unavoidable impact. Additionally, Section 4.16, *Transportation*, of this EIR, concludes that long-term impacts associated with the proposed project would be less than significant based on City and regional thresholds.

The project would also require a commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. However, as discussed in Section 4.15, *Public Services and Recreation*, and Section 4.18, *Utilities and Service Systems*, of this EIR, impacts to these service systems would not be significant.

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SCAG. 2020a. Connect SoCal. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan\\_0.pdf?1606001176](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176) (accessed June 2023).

\_\_\_\_\_. 2020b. Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579) (accessed June 2023).

## **7.2 List of Preparers**

This EIR was prepared by the City of Rancho Cucamonga, with the assistance of Rincon Consultants, Inc. Consultant staff involved in the preparation of the EIR are listed below.

### **RINCON CONSULTANTS, INC.**

Deanna Hansen, Principal  
Susanne Huerta, Project Manager/Director  
Lauren Reese, Deputy Project Manager/Environmental Planner  
Heather Dubois, Senior Environmental Planner  
Marty Meisler, Supervising Biologist  
Matt Gonzalez, Senior Archaeologist  
Rachel Perzel, Supervising Historian  
Vanessa Villanueva, Senior Environmental Planner  
Ashley Losco, Historian  
Casey Clark, Biologist  
Katherine Fikan, Environmental Planner  
Lillie Colville, Environmental Planner  
Lucas Carneiro, Environmental Planner  
Luis Apolinar, Publishing Specialist  
Yaritza Ramirez, Publishing Specialist