

Sierra Distribution Facility Project

Final Environmental Impact Report

SCH No. 2023030788

Prepared for:

City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

Prepared by:

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3801 University Avenue, Suite 300
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May 2025

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Section 1.0 Introduction

1.1 INTRODUCTION

The Final Environmental Impact Report (Final EIR) for the Sierra Distribution Facility Project has been prepared in accordance with the California Environmental Quality Act (CEQA), and CEQA Guidelines. CEQA Guidelines Section 15132 indicates that the contents of a Final EIR shall consist of:

- (a) Environmental Impact Reports shall contain the information outlined in this article, but the format of the document may be varied. Each element must be covered, and when these elements are not separated into distinct sections, the document shall state where in the document each element is discussed.
- (b) The EIR may be prepared as a separate document, as part of a general plan, or as part of a project report. If prepared as a part of the project report, it must still contain one separate and distinguishable section providing either analysis of all the subjects required in an EIR or, as a minimum, a table showing where each of the subjects is discussed. When the Lead Agency is a state agency, the EIR shall be included as part of the regular project report if such a report is used in the agency's existing review and budgetary process.
- (c) Draft EIRs shall contain the information required by Sections 15122 through 15131. Final EIRs shall contain the same information and the subjects described in Section 15132.
- (d) No document prepared pursuant to this article that is available for public examination shall include a "trade secret" as defined in Section 6254.7 of the Government Code, information about the location of archaeological sites and sacred lands, or any other information that is subject to the disclosure restrictions of Section 6254 of the Government Code.

The Final EIR includes all of these required components.

In accordance with Section 15088 of the State CEQA Guidelines, the City of Fontana, as the lead agency for the proposed Project, evaluated comments received on the Draft EIR (State Clearinghouse No. 2023030788) and has prepared responses to the comments received. The preceding Table of Contents and Section 1.0 provides of a list of all persons, organizations, and public agencies commenting on the Draft EIR. Section 2.0 includes the Responses to Comments received by the City of Fontana on the Draft EIR. It should be noted that responses to comments also result in various editorial clarifications and corrections to the original Draft EIR text. Added or modified text is shown in Section 3.0, Errata, by underlining (example) while deleted text is shown by striking (~~example~~). The additional information, corrections, and clarifications are not considered to substantively affect the conclusions within the EIR. This Response to Comments document is part of the Final EIR, which includes the EIR pursuant to Section 15132 of the State CEQA Guidelines.

Responses to comments will be sent to commenting agencies and individuals. This satisfies the requirement of Section 21092.5 of CEQA to send responses to the public agency comments received on the Draft EIR at least 10 days prior to Project approval. This document includes responses to all written comments received on the Draft EIR.

1.2 ORGANIZATION OF EIR

This Final EIR provides the requisite information required under CEQA and is organized as follows:

- **Section 1.0 Introduction.** This section provides an introduction to the Final EIR, including the requirements under CEQA, the organization of the document, as well as brief summary of the CEQA process activities to date.
- **Section 2.0 Comments and Responses.** This section provides a list of public agencies, organizations, and individuals commenting on the Draft EIR, provides a copy of each written comment received, and any response required under CEQA.
- **Section 3.0 Errata to the Draft EIR.** This section details changes to the Draft EIR.

1.3 CEQA PROCESS SUMMARY

The Draft Environmental Impact Report (Draft EIR) is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed Sierra Distribution Facility Project (Project). The Project involves the development of an approximately 398,514-square foot warehouse building within an approximately 18.3-acre site, with associated facilities and improvements including approximately 10,000 square feet of office space, vehicle parking, loading dock doors, trailer parking, on-site landscaping, and related on-site and off-site improvements. The single building for the Project would maintain a typical height of 48 feet. The maximum building height allowed is 75 feet. The Project's proposed building will have a maximum Floor Area Ratio (FAR) of approximately 0.5 and can have a maximum FAR of 0.6.

The Project site will provide landscaping on approximately 21.4 percent (85,181-square-feet) of Project site. Project construction is anticipated to occur in one phase. Should the Project be approved, construction is anticipated to occur over a duration of approximately 15 months, commencing in summer of 2025; the facility would be operational in fall of 2026.

Pursuant to CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) advising public agencies, special districts, and members of the public who had requested such notice that an EIR for the proposed Project was being prepared. The NOP was distributed on April 3, 2023, with a 30-day public review period ending on May 3, 2023. The NOP and comment letters received are provided in Appendix A: Notice of Preparation and Scoping Meeting Notice of the Draft EIR.

After receiving public comments on the NOP, the Project was analyzed for its potential to result in environmental impacts. Impacts were evaluated in accordance with the significance criteria developed by the City that are based on criteria presented in Appendix G, "Environmental Checklist Form," of the CEQA Guidelines. The criteria in the Environmental Checklist (checklist), was used to determine if the proposed Project would result in, "no impact," "less than significant impact," "less than significant impact with mitigation measures," or potentially significant impact" to a particular environmental resource.

The Draft EIR describes the existing environmental resources on the Project site and in the vicinity of the Project site, analyzes potential impacts on those resources that would or could occur upon initiation of the proposed Project, and identifies mitigation measures that could avoid or reduce the magnitude of

those impacts determined to be significant. The environmental impacts evaluated in the Draft EIR concern several subject areas, including aesthetics, agriculture and forestry, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire. As noted in the preceding paragraph, public comments were received during the NOP process and included written letters provided to the City during public meetings. A copy of the letters with the NOP is provided in Appendix A to the Draft EIR. The comments were used, as intended, to help inform the discussion of the Draft EIR and help determine the scope and framework of certain topical discussions.

When the Draft EIR was completed, it was circulated for public review pursuant to CEQA Guidelines Section 15087. The 45-day public review for the Draft Environmental Impact Report began on September 11, 2024, and ended on October 25, 2024. All comment letters received during the 45-day public review period previously mentioned are included in this Final EIR.

As set forth in more detail in the Responses to Comments and Errata, none of the clarifications or amplifications set forth herein change the significance conclusions presented in the Draft EIR or substantially alters the analysis presented for public review. Furthermore, the Draft EIR circulated for public review was fully adequate under CEQA such that meaningful public review was not precluded. Thus, the clarifications provided in the Responses to Comments and Errata do not constitute significant new information that might trigger recirculation.

1.4 CHANGES TO THE DRAFT EIR

Section 3.0, Errata to the Draft EIR details the changes to the Draft EIR. Most of the changes to the Draft EIR represent clarifications to the existing content. Added or modified text is shown in Section 3.0, Errata, by underlining (example) while deleted text is shown by striking (~~example~~).

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Section 2.0 Comments and Responses to Draft EIR

2.1 INTRODUCTION TO COMMENTS AND RESPONSES

Table 2.0-1 below provides a list of those parties that provided written comments on the Draft EIR during the public review period. Each comment document has been assigned a letter as indicated in the table.

A copy of the written comments is provided in this section and have been annotated with the assigned letter along with a number for each comment. Each comment document is followed by a written response which corresponds to the comments provided.

Table 2.0-1: Comments from Public Agencies, Organizations and Individuals

Letter	Date Received	Organization/Name
Agencies		
A	October 09, 2024	West Valley Water District <i>Daniel Guerrero</i>
Organizations		
B	October 23, 2024	Blum, Collins & Ho LLP <i>Matt Hagemann, P.G, C. Hg. and Paul E. Rosenfeld, Ph.D.</i>
C	October 24, 2024	Golden State Environmental Justice Alliance <i>Adam Salcido</i>

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Comment Letter A - West Valley Water District - Daniel Guerrero

BOARD OF DIRECTORS

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ESTABLISHED AS A PUBLIC AGENCY IN 1952
WEST VALLEY WATER DISTRICT'S MISSION IS TO PROVIDE
OUR CUSTOMERS WITH SAFE, HIGH QUALITY AND RELIABLE
WATER SERVICE AT A REASONABLE RATE AND IN A
SUSTAINABLE MANNER.

ADMINISTRATION

John Thiel
General Manager

Linda Jadeski
Assistant General Manager

William Fox
Chief Financial Officer

Elvia Dominguez
Board Secretary

October 09, 2024

Salvador Quintanilla
City of Fontana
8353 Sierra Ave
Fontana, CA 92335

Subject: City of Fontana – Sierra Distribution Facility - TPM 22-025, DRP 22-051

Mr. Quintanilla,

Thank you for the opportunity to review the subject project. We offer the following comments on behalf of the West Valley Water District (WVWD):

1. The Development is within the WVWD service area and does have active water services currently serving one of the parcels.
2. The Project will be required to abandon the existing water services and 10" water main in Windflower Ave and establish new connections for domestic, irrigation and fire service from the 10" STL CMLC water main in Sierra Ave.
3. The Developer must submit a plan check for the required water improvements associated with the development of the parcels. All plan check fees must be paid at time of application and submittal.
4. All water improvements proposed for installation must be installed by one of the District's preapproved contractors. All development fees and deposits must be paid prior to construction of any water facilities.
5. The Developer shall adhere to the most recent District's "Standards for Domestic Water Facilities" and "Water Service Rules and Regulations" and any amendments.
6. All plan check requirements, applications and fees can be found on the District's Engineering web page.

Should you or the applicant have any questions, please do not hesitate to contact me at (909) 644-0001

WEST VALLEY WATER DISTRICT

Daniel Guerra
Engineering Development Coordinator

855 W. Base Line Rd., P.O. Box 920 / Rialto, CA 92377-0920
Ph: (909) 875-1804 / Fax: (909) 875-1849
www.wvwd.org

FAX (909) 875-7284 Administration
FAX (909) 875-1361 Engineering
FAX (909) 875-1849 Customer Service

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Responses to Comment Letter A - West Valley Water District, Daniel Guerrero

- A1** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR’s environmental analysis. However, the comment will be taken into consideration by decision-makers.

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**Comment Letter B - Blum, Collins & Ho LLP - Matt Hagemann, P.G, C. Hg. and
Paul E. Rosenfeld, Ph.D.**

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October 23, 2024

Salvador Quintanilla
Senior Planner
City of Fontana
8353 Sierra Avenue
Fontana, CA 92335

Via Email to:
squintanilla@fontanaca.gov

Subject: Comments on Sierra Distribution Facility Project EIR (SCH NO. 2023030788)

Dear Mr. Quintanilla,

Thank you for the opportunity to comment on the Environmental Impact Report (EIR) for the proposed Sierra Distribution Facility Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

1.0 Summary

The project proposes the demolition of four existing buildings and construction and operation of a 398,514 square foot (sf) warehouse building including 10,000 sf of office space on an approximately 18.3-acre site. The building proposes 54 truck/trailer loading dock doors and the site provides 125 passenger car parking spaces and 118 truck/trailer parking spaces.

1.1 Project Piecemealing

The EIR does not accurately or adequately describe the project, meaning “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (CEQA § 15378). The proposed project is a piecemealed portion of a larger overall project to be developed within the larger Seefried Industrial Center in the City.

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The EIR misleads the public and decision makers by circumventing adequate and accurate environmental analysis for the whole of the action - construction and operation of all Seefried Industrial Center buildings as a whole. At minimum, piecemealed projects include MCN 22-000105¹ (400,000 sf warehouse building located at 16025 Slover Ave.), MCN 15-000060² (424,427 sf warehouse building), MCN 17-000067³ (376,910 sf warehouse building), MCN 22-000079⁴ (490,565 sf warehouse building), and the proposed project, MCN 22-000104⁵ (398,034 sf warehouse building). Notably, MCN 22-000079 was submitted to the lead agency on July 7, 2022; MCN 22-000105 was submitted to the lead agency on August 16, 2022; and the proposed project, MCN 22-000104, was submitted to the lead agency on August 29, 2022, meaning that these three projects were submitted successively over six weeks as piecemealed projects.

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A project EIR must be prepared that accurately represents the whole of the action without piecemealing the project into separate, smaller development projects to present unduly low environmental impacts. CEQA Section 15161 describes project EIRs as examining “the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation.” The specific development project is the construction and operation of all Seefried buildings.

Additionally, CEQA Section 15146 requires that the degree of specificity in an EIR “will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. (a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.” Because there are multiple proposed buildings as part of a single project, the project EIR must be

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¹ MCN 22-000105 <https://aca-prod.accela.com/FONTANA/Cap/CapDetail.aspx?Module=Planning&capID1=22HIS&capID2=00000&capID3=07U4K&agencyCode=FONTANA>

² MCN 15-000060 <https://aca-prod.accela.com/FONTANA/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=15HIS&capID2=00000&capID3=07TJB&agencyCode=FONTANA&IsToShowInspection=>

³ MCN 17-000067 <https://aca-prod.accela.com/FONTANA/Cap/CapDetail.aspx?Module=Planning&capID1=17HIS&capID2=00000&capID3=07TON&agencyCode=FONTANA>

⁴ MCN 22-000079 <https://aca-prod.accela.com/FONTANA/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=22HIS&capID2=00000&capID3=07U3Y&agencyCode=FONTANA>

⁵ MCN 22-000104 <https://aca-prod.accela.com/FONTANA/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=22HIS&capID2=00000&capID3=07U4J&agencyCode=FONTANA&IsToShowInspection=>

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more detailed in the specific effects of the project. A project EIR must be prepared which accurately represents the whole of the action without piecemealing the project into separate, smaller development projects or development areas to present unduly low environmental impacts.

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3.0 Project Description

The EIR does not include a detailed site plan, floor plans, or a conceptual grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations. The site plan provided in Figure 3-5: Overall Site Plan has been edited for public review to remove meaningful information such as the legend, general notes, floor area ratio, and site coverage. All of these basic items are necessary to conduct any type of analysis, and the EIR is inadequate as an informational document as it is not possible to ascertain any meaningful analysis based upon the information provided.

The elevations provided in Figure 3-6: Building Design and Elevations also do not provide meaningful information such as the building heights to their highest points, specific colors, or materials to be used. Additionally, the EIR states that, "With regard to earthwork volumes, cut would total 82,237 cubic yards and fill would total 87,574 cubic yards; a difference of 4,336 cubic yard short," but there is no method for the public to verify this claim, such as through review of a grading plan. Providing the complete grading plan to verify the earthwork quantities is vital as this directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. A revised EIR must be prepared to include wholly accurate and unedited detailed floor plan, grading plan, site plan, building elevations, and project narrative for public review.

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The Project Description also describes site circulation as, "Access to the Project site would be provided via one right-in/right-out driveway along Sierra Avenue (for auto traffic only) and two driveways along Mango Avenue (one full access and one for auto traffic only)." However, the driveway on Sierra Avenue is 50 feet wide and provides direct access for trucks/trailers to the dock court. This is confirmed by the EIR's statement in the Transportation section that, "Trucks would enter the site via northbound Sierra Avenue and exit the site via southbound Mango Avenue. Mango Avenue intersects with Sierra Lakes Parkway which reconnects with Sierra Avenue. Trucks would access southbound Sierra Avenue from this point to reach SR-210 and regional destinations beyond." The Sierra Avenue driveway can feasibly accommodate truck/trailer trips and must be included for modeling. A revised EIR must be prepared to include this information in the Project Description in order to provide an internally consistent and adequate informational document.

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Further, the EIR does not provide any information regarding the status of Windflower Avenue, a street that bisects the project site. The EIR must be revised to provide information and analysis throughout the document regarding any required street vacation and subsequent amendment to the General Plan Circulation Element Maps to remove Windflower Avenue.

3.3 Project Location, Setting, Surrounding Land Uses, and Land Use and Zoning Designations

CEQA Guidelines Section 15125 (a)(1) states that the lead agency shall describe the environmental setting based on existing conditions at the time the Notice of Preparation is published. The NOP for the EIR was issued on April 3, 2023⁶. The EIR analyzes throughout the document that there are four “existing businesses” operating on the site and provides the project with associated “existing operations” reductions credit in each section of analysis. As an example, Table 1: Existing Trip Generation within Appendix K: Transportation provides trip generation reduction credits for “existing uses.” Notably, the Trip Counts were taken on June 14, 15, and 16, 2022, which is 10 months prior to the issuance of the NOP for the EIR on April 3, 2023⁷. Utilizing trip counts prior to the date established and utilized for the Environmental Setting does not provide the most accurate picture practically possible of the project’s impacts pursuant to CEQA Section 15125. Seefried completed assemblage and acquisition of the project site in June 2021. Knowing that redevelopment was imminent, the project applicant requested vehicle trip counts be recorded at the project site very early on in the process (June 2022) in order to create artificially inflated daily vehicle trips that do not match the Environmental Setting.

Notably, of the four “businesses” on the site described within the EIR, only one (Aluma Systems) has a business license issued by the City of Fontana⁸ at the property address. A tenant cannot operate without a business license. The EIR overstates the existing operations at the project site to artificially inflate “existing” emissions, trip generation, and VMT, which subsequently reduces the “net new” quantity of emissions, trip generation, and VMT generated by the proposed project and skews impacts downwards. A revised EIR must be prepared to remove any credit given for the described “existing businesses” in order to accurately and adequately analyze the project’s significant impacts in accordance in order to provide an adequate and accurate analysis throughout the entire EIR document.

⁶ https://files.ceqanet.opr.ca.gov/286639-1/attachment/33NRj9U4xMwpoK2YOfRr_BxBZdBSL-63XLM0_wFErFf6KzH6-BS1qMVAsNNBIOY2- cmPu2CZezlrFi0

⁷ https://files.ceqanet.opr.ca.gov/286639-1/attachment/33NRj9U4xMwpoK2YOfRr_BxBZdBSL-63XLM0_wFErFf6KzH6-BS1qMVAsNNBIOY2- cmPu2CZezlrFi0

⁸ City of Fontana Business License Search <https://bl.fontana.org/Search/>

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Further, Section 30-522 (1) - Industrial Districts of the Fontana Municipal Code⁹ establishes and defines the Light Industrial (M-1) district as follows:

“An industrial zoning district that accommodates employee-intensive uses, such as business parks, research and technology centers, offices, and supporting retail uses, high cube/warehousing which does not permit heavy manufacturing, processing of raw materials, or businesses logistics which generate high volumes of truck traffic.”

The EIR does not provide any information here about the M-1 district other than the statement that, “the Project is consistent with the City’s General Plan land use designation and the zoning.” The Land Use and Planning section describes the M-1 district as follows:

“...accommodates employee-intensive uses, such as business parks, research, and technology centers, offices, and supporting retail uses, high cube/ warehousing which does not permit heavy traffic manufacturing, processing of raw materials, and permits other types of industrial uses not suitable for location in the M-1 district.”

The EIR has manipulated the definition and permitted uses within the M-1 district in order to obfuscate that the proposed use is not permitted in the M-1 district. Table 2: Project Trip Generation within Appendix K: Transportation demonstrates that the project will generate 239 truck trips per day. This is a high volume of truck traffic and therefore the proposed use is not permitted within the M-1 district. The EIR must be revised to state verbatim the definition of the M-1 district from the City’s Municipal Code, that the proposed use is not permitted within the M-1 district, and include a finding of significance due to this inconsistency. Further, the EIR must be revised throughout the document to include this information and analysis in order to comply with CEQA’s requirements for meaningful disclosure and adequate informational documents. (CEQA § 15121).

4.3 Air Quality, 4.6 Energy, and 4.8 Greenhouse Gas Emissions

The EIR does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. The EIR provides general information about CalEnviroScreen but does not provide meaningful analysis regarding project census tract and the health impacts of pollution. This is in conflict with CEQA Guidelines Section 15131 (c), which requires that “Economic, social, and particularly housing factors shall be

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https://library.municode.com/ca/fontana/codes/zoning_and_development_code?nodeId=CH30ZODECO_ARTVIIIINZODI

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considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the project.” This is especially significant as the surrounding community is highly burdened by pollution and the project census tract is designated as an SB 535 Disadvantaged Community.

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According to CalEnviroScreen 4.0¹⁰, CalEPA’s screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project’s census tract (6071002704) ranks worse than 94% of the rest of the state in overall pollution burden. The proposed project’s census tract and surrounding community bears the impact of multiple sources of pollution and is more polluted than average on several pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 95th percentile for ozone burden, the 94th percentile for PM 2.5 burden, the 90th percentile for diesel particulate matter burden, and the 70th percentile for traffic impacts. All of these environmental factors are typically attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure¹¹. The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems. These include irritation to the eyes, throat and nose, heart and lung disease, and lung cancer¹².

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The census tract ranks in the 96th percentile for contaminated drinking water and 97th percentile for groundwater threats. Poor communities and people in rural areas are exposed to contaminants in their drinking water more often than people in other parts of the state¹³. People who live near contaminated groundwater may be exposed to chemicals moving from the soil into the air inside their homes¹⁴.

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The census tract also ranks in the 94th percentile for solid waste facility impacts and 85th percentile for hazardous waste facility impacts. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can

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¹⁰ CalEnviroScreen 4.0 <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

¹¹ OEHHA Ozone <https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone>

¹² OEHHA Diesel Particulate Matter <https://oehha.ca.gov/calenviroscreen/indicator/diesel-particulate-matter>

¹³ OEHHA Contaminated Drinking Water <https://oehha.ca.gov/calenviroscreen/drinking-water>

¹⁴ OEHHA Groundwater Threats <https://oehha.ca.gov/calenviroscreen/indicator/groundwater-threats>

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leach into soil around the facility and pose a health risk to nearby populations¹⁵. Hazardous waste generators and facilities contribute to the contamination of air, water and soil near waste generators and facilities can harm the environment as well as people¹⁶.

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The census tract also bears more impacts from cleanup sites than 88% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water¹⁷.

Further, the census tract is a diverse community including 46% Hispanic, 14% African-American and 13% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 49% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 83rd percentile for incidence of cardiovascular disease and 49th percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 40% of the census tract speaks little to no English and faces further inequities as a result.

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Additionally, the proposed project's census tract (6071002704) and the census tract adjacent to the project site (6071002301 (south)) are identified as SB 535 Disadvantaged Communities¹⁸. This indicates that cumulative impacts of development and environmental impacts in the City are disproportionately impacting these communities. The EIR does not discuss that the project site and surrounding area are disadvantaged communities and does not utilize this information in its analysis. The negative environmental, health, and quality of life impacts of the warehousing and logistics industry in Fontana have become distinctly inequitable and this information must be included for analysis as part of a revised EIR.

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The State of California lists three approved compliance modeling softwares¹⁹ for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the

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¹⁵ OEHHA Solid Waste Facilities <https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities>

¹⁶ OEHHA Hazardous Waste Generators and Facilities <https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities>

¹⁷ OEHHA Cleanup Sites <https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites>

¹⁸ OEHHA SB 535 Census Tracts <https://oehha.ca.gov/calenviroscreen/sb535>

¹⁹ California Energy Commission 2022 Energy Code Compliance Software <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1>

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public and decision makers. Since the EIR did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. A revised EIR with modeling using one of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the EIR utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software.

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It must also be noted that the City is not listed as a jurisdiction with local energy standards approved by the CA Energy Commission²⁰. According to the CA Energy Commission, "Local jurisdictions wishing to enforce locally adopted energy standards that exceed the current energy code are required to apply to the California Energy Commission (CEC). Local jurisdictions must demonstrate their local ordinance, or reach code, saves more energy than current statewide energy standards and is cost effective." Therefore, compliance with the General Plan or other local standards does not comply with CA Energy Commission standards or AB 32/SB 32. The EIR is misleading to the public and decision makers by stating compliance with these standards when the local jurisdiction standards have not been approved by the CA Energy Commission. The EIR also uses uncertain and misleading language in stating that, "The Project would comply with the latest Title 24 standards. The Project would implement required green building strategies through existing regulation that requires the Project to comply with various CALGreen requirements. The Project includes sustainability design features that support the Green Building Strategy. As such, the Project would be consistent with this goal." The EIR has not provided any meaningful evidence to demonstrate that the project being subject to these requirements ensures that the project will comply with these requirements or providing any quantification of the alleged reductions. The EIR has not provided any meaningful evidence to conclude that the project does not result in a significant and unavoidable impact and a revised EIR must be prepared to include a finding of significance.

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Further, the Table 4.8-3: Project Greenhouse Gas Emissions improperly analyzes the project by displaying the "net new" project emissions by applying emissions reduction credits for the "existing buildings." Appendix G: Greenhouse Gas Emission states that, "Existing emissions have been estimated based on CalEEMod default emissions factors for building operations and estimated trip generation," with the emissions generated by the existing on-site buildings operating at full capacity based on CalEEMod defaults. It is not appropriate to model the existing buildings

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²⁰ Local Ordinances Exceeding the 2022 Energy Code, California Energy Commission
<https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-2>

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at full operational capacity and provide emissions and trip generation reduction credits on these rates. The emissions analysis grossly overestimates the emissions generated by the “existing onsite buildings”. CEQA Guidelines Section 15125 (a)(1) states that the lead agency shall describe the environmental setting based on existing conditions at the time the Notice of Preparation is published. The NOP for the EIR was issued on April 3, 2023²¹. Notably, of the four “businesses” on the site described within the EIR, only one (Aluma Systems) has a business license issued by the City of Fontana²² at the property address. A tenant cannot operate without a business license. The EIR overstates the existing operations at the project site to artificially inflate “existing” emissions, trip generation, and VMT, which subsequently reduces the “net new” quantity of emissions, trip generation, and VMT generated by the proposed project and skews impacts downwards. A revised EIR must be prepared to remove any credit given for the described “existing businesses” in order to accurately and adequately analyze the project’s significant impacts in accordance in order to provide an adequate and accurate environmental analysis, including in the Air Quality, GHG, and Energy analysis.

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Table 4.8-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency provides a misleading and erroneous consistency analysis with SCAG’s 2020-2045 Connect SoCal RTP/SCS. Due to errors in modeling and modeling without supporting evidence (as noted throughout this comment letter and attachments), the proposed project is directly inconsistent with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. The EIR must be revised to include a finding of significance due to these direct inconsistencies with SCAG’s 2020-2045 Connect SoCal RTP/SCS.

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4.11 Land Use and Planning

Section 30-522 (1) - Industrial Districts of the Fontana Municipal Code²³ establishes and defines the Light Industrial (M-1) district as follows:

“An industrial zoning district that accommodates employee-intensive uses, such as business parks, research and technology centers, offices, and supporting retail uses, high cube/warehousing which does not permit heavy manufacturing, processing of raw materials, or businesses logistics which generate high volumes of truck traffic.”

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²¹ https://files.ceqanet.opr.ca.gov/286639-1/attachment/33NRj9U4xMwpoK2YOfRr_BxBZdBSL-63XLM0_wFErFf6KzH6-BS1qMVAsNNBIOY2- cmPu2CZezlrFi0

²² City of Fontana Business License Search <https://bl.fontana.org/Search/>

²³ https://library.municode.com/ca/fontana/codes/zoning_and_development_code?nodeId=CH30ZODECO_ARTVIIIINZODI

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The EIR describes the M-1 district as follows:

“...accommodates employee-intensive uses, such as business parks, research, and technology centers, offices, and supporting retail uses, high cube/ warehousing which does not permit heavy traffic manufacturing, processing of raw materials, and permits other types of industrial uses not suitable for location in the M-1 district.”

The EIR has manipulated the definition and permitted uses within the M-1 district in order to obfuscate that the proposed use is not permitted in the M-1 district. Table 2: Project Trip Generation within Appendix K: Transportation demonstrates that the project will generate 239 truck trips per day. This is a high volume of truck traffic and therefore the proposed use is not permitted within the M-1 district. The EIR must be revised to state verbatim the definition of the M-1 district from the City’s Municipal Code, that the proposed use is not permitted within the M-1 district, and include a finding of significance due to this inconsistency. Further, the EIR must be revised throughout the document to include this information and analysis in order to comply with CEQA’s requirements for meaningful disclosure and adequate informational documents. (CEQA § 15121).

The EIR erroneously concludes that the project “would be consistent with all applicable General Plan goals and policies related to environmental effects.” The EIR does not provide any substantial or meaningful evidence to support these claims. Table 4.11-4: Consistency with the Fontana General Plan does not provide analysis of all goals and policies adopted for the purpose of avoiding or mitigating an environmental effect. A revised EIR must be prepared to provide a consistency analysis with all Fontana General Plan objectives, goals, policies, and actions, including but not limited to the following:

1. EJ Goal 2: The City of Fontana incorporates health considerations into the development review process.
2. Policy: Support including Healthy Fontana development analysis in relevant development project reviews.
3. Healthier Fontana Goal 1 Policy 3: Support local and regional initiatives to improve air quality in order to reduce asthma while actively discouraging development that may exacerbate asthma rates.
4. Sustainability and Resilience Element Goal 4: Reduce GHG emissions by 2030.

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5. Circulation Element Goal 5: Fontana’s commercial and mixed-use areas include a multifunctional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.
6. Circulation Element Policy: Maintain levels of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area.

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Notably, the Transportation section states that, “an evaluation of LOS is not required,” and “The Project will be consistent with applicable local agency operational LOS standards.” These two statements contradict one another as the first statement indicates that an LOS analysis was not performed, yet the second statement concludes the project complies with the City’s operational LOS standards. The EIR does not provide any specific analysis or information regarding the level of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area. The EIR must be revised to include a complete LOS analysis that removes all credits for “existing businesses” and is analyzed in accordance with the General Plan requirements.

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Table 4.11-3: Consistency with the SCAG 2020-2045 RTP/SCS also provides a misleading and erroneous consistency analysis with SCAG’s 2020-2045 Connect SoCal RTP/SCS. The 2020 RTP/SCS is notably adopted for the purpose of avoiding or mitigating an environmental effect, as required by California law (SB 375 to reduce greenhouse gas emissions), detailed through the plan itself and Resolution No. 20-621-1 adopting the plan²⁴. The EIR concludes that none of the Goals listed in Connect SoCal apply to the proposed project. This is erroneous and misleading to the public and decision makers as the RTP/SCS document ensures consistent, aligned action by all local jurisdictions and projects for regional progress towards achieving statewide climate change goals. Due to errors in modeling and modeling without supporting evidence (as noted throughout this comment letter and attachments), the proposed project has significant potential for inconsistency with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. A revised EIR must be prepared to include a finding of significance due to these inconsistencies with SCAG’s 2020-2045 Connect SoCal RTP/SCS.

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The EIR does not include any information regarding the buildout conditions of the City’s General Plan. A revised EIR must be prepared with this information for discussion in order to provide an adequate and accurate environmental analysis.

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²⁴ SCAG 2020 RTP/SCS https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial-plan_0.pdf?1606001176

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4.14 Population and Housing

The EIR utilizes uncertain language and does not provide any meaningful analysis or supporting evidence to substantiate the conclusion that there will be no significant impact to population and housing. For example, the EIR states regarding construction employees that, “Construction related jobs would not result in a significant population increase because those jobs are temporary in nature and are expected to be filled by persons within the local area. This expectation is based, among other things, on the City’s 5.9 percent unemployment rate. Furthermore, the small percentage of skilled and managerial construction-related positions could either be filled by the local workforce or by persons from the larger region.” The EIR states that the City’s unemployment rate is 5.9%, which is insignificant as an unemployment rate near 5% is considered full employment and does not substantiate the EIR’s claims that impacts will be less than significant. Additionally, the EIR relies upon the unemployed workforce in the “local area” and the “larger region,” and the geographic boundaries of these areas are undefined. Relying on the unemployed workforce population of the surrounding Inland Empire region will increase project related VMT and emissions during all phases of construction and operations and a revised EIR must be prepared to account for longer worker trip distances.

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Further, the EIR states regarding operational employees that, “These jobs could be filled by unemployed City residents, given the City’s existing unemployment rate of 5.9 percent. Specifically, the warehousing portion would comprise approximately 2.1 percent of the City’s warehousing workforce.” Again, the EIR relies upon a low unemployment rate to fill both the project’s construction and operational jobs, without providing any meaningful evidence to demonstrate that the City’s available unemployed workforce is qualified for or interested in work in the industrial sector. The location of available workers can increase project VMT and therefore increase GHG emissions and Air Quality impacts. This information must be presented in a revised EIR in order to provide an adequate and accurate environmental analysis.

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The EIR incorrectly applies the SCAG’s Employment Density Study²⁵ (Study) methodology. The Study provides the following applicable employment generation rates for San Bernardino County:

- 1 employee per 1,195 sf of warehouse area.
- 1 employee per 697 sf of office area.

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Application of these ratios results in the following calculation:

²⁵ SCAG Employment Density Study
<http://www.mwecog.org/file.aspx?A=QTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D>

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Warehouse: 388,514 sf / 1,195 sf = 326 employees
Office: 10,000 square feet / 697 sf = 15 employees
Total: 341 employees

SCAG's Connect SoCal Demographics and Growth Forecast²⁶ notes that the City will add 18,400 jobs between 2016 - 2045. Utilizing the correctly applied SCAG Employment Density calculation of 341 employees, the project represents 1.8% of the City's employment growth from 2016 - 2045. A single project accounting for this amount of the projected employment over 29 years represents a significant amount of growth. A revised EIR must be prepared to include this information for analysis.

A revised EIR must also provide a cumulative analysis discussion of projects approved since 2016 and projects "in the pipeline" to determine if the project will exceed SCAG's employment or population growth forecast for the City. For example, the 3,736,156 sf of warehousing proposed by the five recent Alere Realty projects (Citrus Commerce Center (3 industrial buildings totaling 1,830,000 sf), 16270 Jurupa Avenue (631,000 sf industrial building), 13032 Slover Avenue (672,000 sf industrial building), Master Case No. 20-049/Tentative Parcel Map No. 20235 (TPM No. 20-014), and Design Review No. 20-019 (247,786 sf industrial building)²⁷, Fontana Corporate Center (355,370 sf industrial building), Sierra Business Center²⁸ (510 employees), Citrus and Oleander at Santa Ana Avenue²⁹ (595 employees), Cypress and Slover Warehouse³⁰ (531 employees), Poplar South Distribution Center³¹ (411 employees), Hemlock Warehouse³² (763 employees), Beech Avenue Logistics Center³³ (151 employees), and Citrus Avenue Industrial Warehouse³⁴ (304 employees) combined with the proposed project's 341 employees, this brief list of recent industrial projects alone will generate 6,739 employees. This represents 36% of the City's job growth over 29 years accounted for by only a brief list of recent industrial projects. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. A revised EIR must be prepared to include this information for

²⁶ SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579

²⁷ Fontana Planning Commission August 17, 2021 Agenda Packet
<https://fontana.legistar.com/View.ashx?M=PA&ID=872341&GUID=A694AA6F-F236-4B53-B537-025338533AF9>

²⁸ Sierra Business Center <https://ceqanet.opr.ca.gov/2020100256/3>

²⁹ Citrus and Oleander at Santa Ana Avenue <https://ceqanet.opr.ca.gov/2022110389/2>

³⁰ Cypress and Slover Warehouse <https://ceqanet.opr.ca.gov/2021120059/2>

³¹ Poplar South Distribution Center <https://ceqanet.opr.ca.gov/2022090611/2>

³² Hemlock Warehouse <https://ceqanet.opr.ca.gov/2009091089/8>

³³ Beech Avenue Logistics Center <https://ceqanet.opr.ca.gov/2023110591>

³⁴ Citrus Avenue Industrial Warehouse <https://ceqanet.opr.ca.gov/2024020971>

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analysis and also include a cumulative development analysis of projects approved since 2016 and projects “in the pipeline” to determine if the proposed project exceeds SCAG’s growth forecasts and/or the buildout scenario and employment projections of the General Plan.

4.17 Transportation

Table 1: Existing Trip Generation within Appendix K: Transportation provides trip generation reduction credits for “existing uses.” Notably, the Trip Counts were taken on June 14, 15, and 16, 2022, which is 10 months prior to the issuance of the NOP for the EIR on April 3, 2023³⁵. Utilizing trip counts prior to the date established and utilized for the Environmental Setting does not provide the most accurate picture practically possible of the project’s impacts pursuant to CEQA Section 15125. Seefried completed assemblage and acquisition of the project site in June 2021. Knowing that redevelopment was imminent, the project applicant requested vehicle trip counts be recorded at the project site very early on in the process (June 2022) in order to create artificially inflated daily vehicle trips that do not match the Environmental Setting. Notably, of the four “businesses” on the site described within the EIR, only one (Aluma Systems) has a business license issued by the City of Fontana³⁶ at the property address. A tenant cannot operate without a business license. The EIR overstates the existing operations at the project site to artificially inflate “existing” emissions, trip generation, and VMT, which subsequently reduces the “net new” quantity of emissions, trip generation, and VMT generated by the proposed project and skews impacts downwards. A revised EIR must be prepared to remove any credit given for the described “existing businesses” in order to accurately and adequately analyze the project’s significant impacts in accordance in order to provide an adequate and accurate environmental analysis, including in the LOS analysis and subsequently required project-specific VMT analysis.

Additionally, Table 4.17-1: Consistency Analysis does not provide a complete analysis with all programs, plans, ordinances or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. At minimum, the following items for the General Plan must be included for analysis as part of a revised EIR:

1. Circulation Element Goal 5: Fontana’s commercial and mixed-use areas include a multifunctional street network that ensures a safe, comfortable, and efficient movement of people, goods, and services to support a high quality of life and economic vitality.
2. Circulation Element Policy: Maintain levels of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area.

³⁵ https://files.ceqanet.opr.ca.gov/286639-1/attachment/33NRj9U4xMwpoK2YOfRr_BxBZdBSL-63XLM0_wFErFf6KzH6-BS1qMVAsNNBIOY2-mpu2CZezlrFi0

³⁶ City of Fontana Business License Search <https://bl.fontana.org/Search/>

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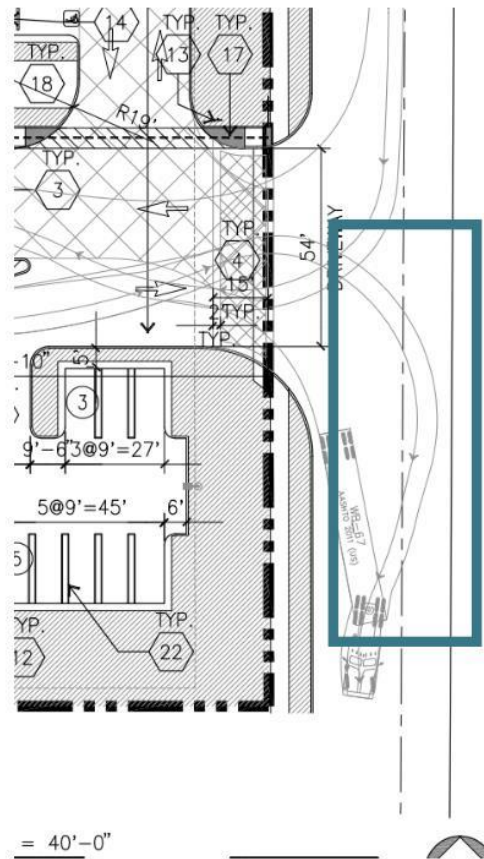
The EIR states that, “an evaluation of LOS is not required,” and “The Project will be consistent with applicable local agency operational LOS standards.” These two statements contradict one another as the first statement indicates that an LOS analysis was not performed, yet the second statement concludes the project complies with the City’s operational LOS standards. The EIR does not provide any specific analysis or information regarding the level of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area. The EIR must be revised to include a complete LOS analysis that removes all credits for “existing businesses” and is analyzed in accordance with the General Plan requirements.

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The EIR has not adequately analyzed the project’s potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project’s potential to result in inadequate emergency access. The EIR does not discuss Attachment A within Appendix K that provides some truck/trailer maneuvering models. The modeling depicts there is not adequate maneuvering and queueing space for trucks/trailers at the intersection of the project driveways and the adjacent streets. For example, trucks exiting the site via the southernmost driveway on Mango Avenue require additional maneuvering space across the centerline of each street, meaning that the truck will need to drive on the “wrong side” of the street into oncoming traffic in order to leave the site.

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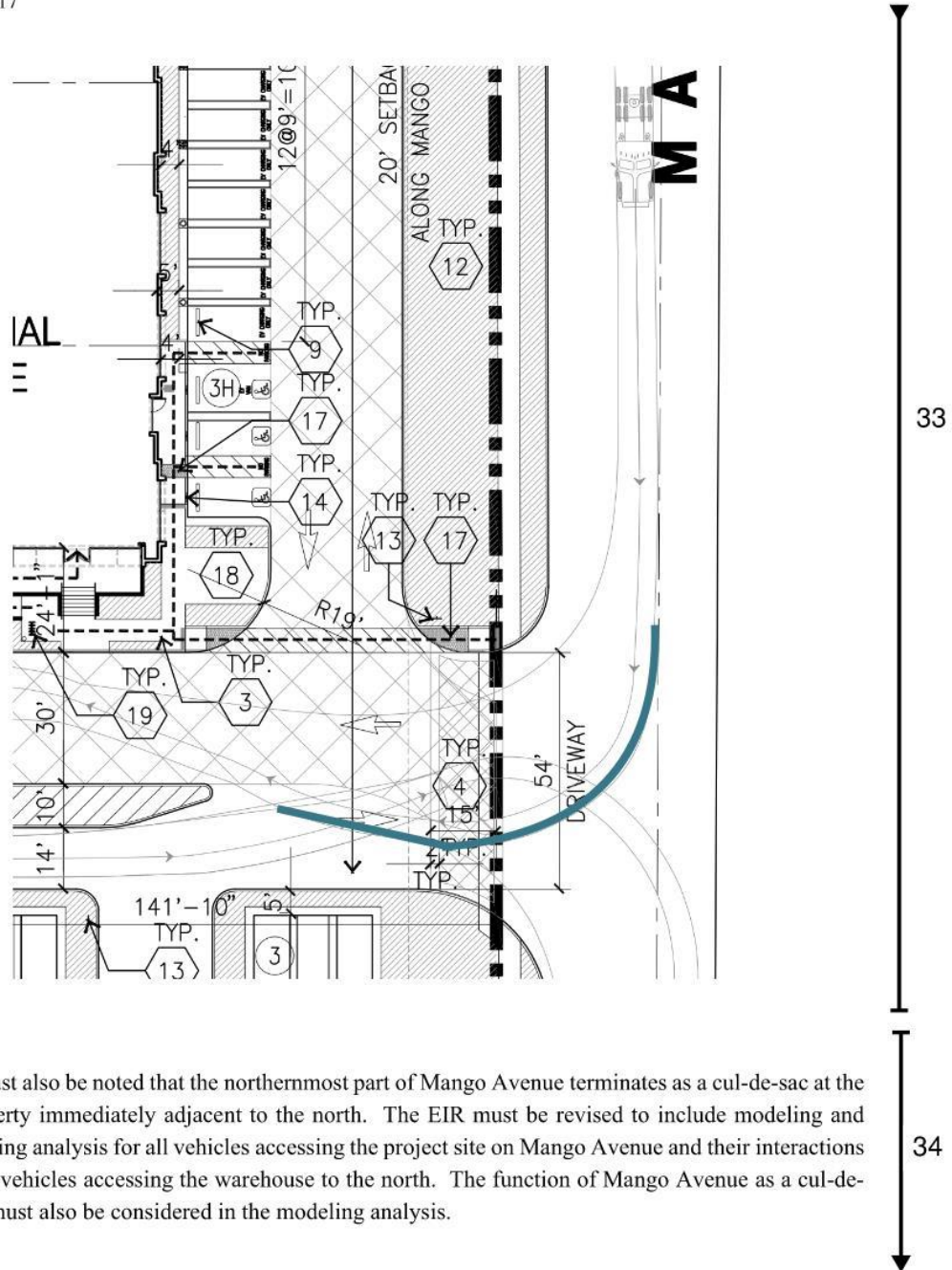


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Further, the modeling for a truck entering the site traveling southbound on Mango Avenue demonstrates that it requires nearly the entire maneuvering area in the driveway in order to execute a left turn into the site. If a vehicle is queued at the driveway to exit the site, the incoming truck/trailer would collide into it.

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It must also be noted that the northernmost part of Mango Avenue terminates as a cul-de-sac at the property immediately adjacent to the north. The EIR must be revised to include modeling and queuing analysis for all vehicles accessing the project site on Mango Avenue and their interactions with vehicles accessing the warehouse to the north. The function of Mango Avenue as a cul-de-sac must also be considered in the modeling analysis.

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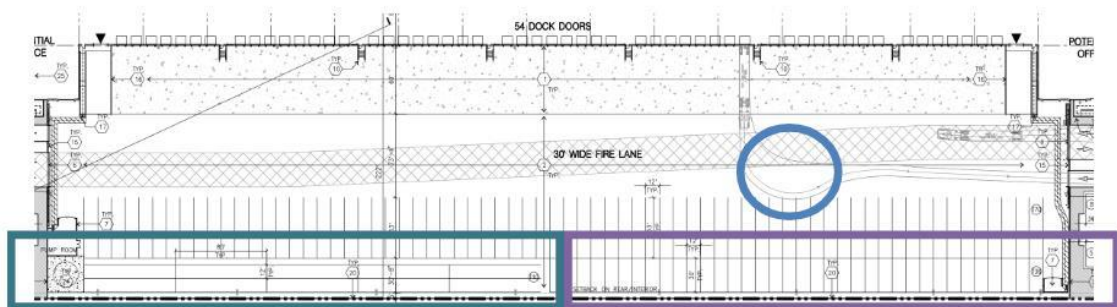
The modeling in Appendix K excluded a truck/trailer entering the site traveling northbound on Mango Avenue and making a left turn into the driveway, which is a likely scenario as Mango Avenue is a cul-de-sac on the north side and vehicles will primarily enter the Mango Avenue driveway from the south by connecting from Sierra Lakes Parkway. Additionally, the driveway on Sierra Avenue is 50 feet wide and provides direct access for trucks/trailers to the dock court. This is confirmed by the EIR's statement that, "Trucks would enter the site via northbound Sierra Avenue and exit the site via southbound Mango Avenue. Mango Avenue intersects with Sierra Lakes Parkway which reconnects with Sierra Avenue. Trucks would access southbound Sierra

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Avenue from this point to reach SR-210 and regional destinations beyond.” The Sierra Avenue driveway can feasibly accommodate truck/trailer trips and must be included for modeling. A revised EIR must be prepared to include modeling these scenarios for analysis.

Further, the revised EIR must include modeling for trucks/trailers and passenger cars throughout the project site. There are several areas of conflict located within the truck/trailer dock court. There are two types of tandem parking stalls provided. Truck/trailer parking stalls are designed in a tandem configuration with passenger car parking stalls and horizontal truck/trailer parking stalls.



These parking stalls may be in use at any time and further restrict truck/trailer movement, including increasing truck idling times as tandem parked trucks require additional time to maneuver, which will also result in increased queuing duration and associated need for increased queuing area for trucks/trailers. Attachment A demonstrates that a truck/trailer does not have adequate maneuvering space to access the loading dock because there is clear overlap between the modeling and the parking stall area. The EIR also has not provided any exhibits demonstrating that there is sufficient backup space and queuing space for trucks/trailers or passenger cars to utilize these spaces, or how the tandem configuration will function. A revised EIR must be prepared to include a finding of significance due to these significant and unavoidable impacts.

Additionally, the EIR has not provided any analysis of the available horizontal and vertical sight distance at the intersection of the project driveways and adjacent streets. Sight distance is the continuous length of street ahead visible to the driver. At unsignalized intersections, corner sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. A revised EIR must be prepared with this analysis based on the American Association of State Highway and Transportation Officials (AASHTO) Stopping Sight Distance requirements.

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The EIR states that, “Adhering to the City’s regulatory requirements for general street alignments and 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.” However, the EIR has not provided any meaningful information, such as a list of the City’s requirements and how the project does or does not comply with the requirements, to support a less than significant finding. Further, the EIR makes a similar statement regarding emergency access that, “prior to any project approval all plans would be reviewed by the City fire department and City engineer to ensure all site access standards and internal emergency access circulation requirements are included to future plans. This would ensure needed emergency access is maintained.” The EIR does not provide any meaningful evidence or analysis, such as the Fire Department requirements and demonstrating how the project does or does not meet these requirements, to support a less than significant finding. This does not comply with CEQA’s requirements for adequate informational documents and meaningful disclosure (CEQA § 15121 and 21003(b)). Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA’s requirement for meaningful disclosure and adequate informational documents. A revised EIR must be prepared to include a finding of significance as the EIR has not provided any meaningful evidence to support a less than significant finding.

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5.2 Growth-Inducing Impacts

The EIR does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts. As noted throughout this comment letter, the project represents a significant amount of growth in the City and in tandem with only five other recent industrial projects account for a significant amount of the City’s employment growth over 29 years. The EIR must also include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting.

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A revised EIR must be prepared to include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. The EIR does not include any information regarding the buildout conditions of the City’s General Plan in order to provide an adequate and accurate cumulative analysis. A revised EIR must be prepared to provide a cumulative analysis discussion of projects approved since General Plan adoption and projects “in the pipeline” to determine if the project will exceed SCAG’s and/or the City’s General Plan growth estimates for the City.

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A revised EIR must also provide a cumulative analysis discussion of projects approved since 2016 and projects “in the pipeline” to determine if the project will exceed SCAG’s employment or population growth forecast for the City. For example, the 3,736,156 sf of warehousing proposed

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by the five recent Alere Realty projects (Citrus Commerce Center (3 industrial buildings totaling 1,830,000 sf), 16270 Jurupa Avenue (631,000 sf industrial building), 13032 Slover Avenue (672,000 sf industrial building), Master Case No. 20-049/Tentative Parcel Map No. 20235 (TPM No. 20-014), and Design Review No. 20-019 (247,786 sf industrial building)³⁷, Fontana Corporate Center (355,370 sf industrial building), Sierra Business Center³⁸ (510 employees), Citrus and Oleander at Santa Ana Avenue³⁹ (595 employees), Cypress and Slover Warehouse⁴⁰ (531 employees), Poplar South Distribution Center⁴¹ (411 employees), Hemlock Warehouse⁴² (763 employees), Beech Avenue Logistics Center⁴³ (151 employees), and Citrus Avenue Industrial Warehouse⁴⁴ (304 employees) combined with the proposed project's 341 employees, this brief list of recent industrial projects alone will generate 6,739 employees. This represents 36% of the City's job growth over 29 years accounted for by only a brief list of recent industrial projects. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. A revised EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since 2016 and projects "in the pipeline" to determine if the proposed project exceeds SCAG's growth forecasts and/or the buildout scenario and employment projections of the General Plan.

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Conclusion

For the foregoing reasons, GSEJA believes the EIR is flawed and a revised EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

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³⁷ Fontana Planning Commission August 17, 2021 Agenda Packet
<https://fontana.legistar.com/View.ashx?M=PA&ID=872341&GUID=A694AA6F-F236-4B53-B537-025338533AF9>

³⁸ Sierra Business Center <https://ceqanet.opr.ca.gov/2020100256/3>

³⁹ Citrus and Oleander at Santa Ana Avenue <https://ceqanet.opr.ca.gov/2022110389/2>

⁴⁰ Cypress and Slover Warehouse <https://ceqanet.opr.ca.gov/2021120059/2>

⁴¹ Poplar South Distribution Center <https://ceqanet.opr.ca.gov/2022090611/2>

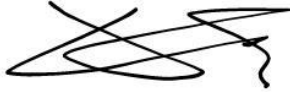
⁴² Hemlock Warehouse <https://ceqanet.opr.ca.gov/2009091089/8>

⁴³ Beech Avenue Logistics Center <https://ceqanet.opr.ca.gov/2023110591>

⁴⁴ Citrus Avenue Industrial Warehouse <https://ceqanet.opr.ca.gov/2024020971>

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Sincerely,

A handwritten signature in black ink, appearing to read 'Gary Ho', with a stylized, looping flourish at the end.

Gary Ho
Blum, Collins & Ho LLP

Attachments:

1. SWAPE Technical Analysis

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Technical Consultation, Data Analysis and
Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

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(310) 795-2335
prosenfeld@swape.com

October 22, 2024

Gary Ho
Blum, Collins & Ho LLP
707 Wilshire Blvd, Ste. 4880
Los Angeles, CA 90017

Subject: Comments on the Sierra Distribution Facility Project (SCH No. 2023030788)

Dear Mr. Ho,

We have reviewed the September 2024 Draft Environmental Impact Report ("DEIR") for the Sierra Distribution Facility ("Project") located in the City of Fontana ("City"). The Project proposes to construct up to 398,514-square-feet ("SF") of industrial space, including 10,000-SF of office space and 243 parking spaces on the 18.3-acre site.

Our review concludes that the DEIR fails to adequately evaluate the Project's health risk impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project may be underestimated and inadequately addressed. A revised Environmental Impact Report ("EIR") should be prepared to adequately assess and mitigate the potential health risk impacts that the project may have on the environment.

Air Quality

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

Upon review of the DEIR, we have determined that the development of the proposed Project may contribute to disproportionate health risk impacts that warehouses pose on community members living, working, and going to school within the immediate area of the Project site. According to the South Coast Air Quality Management District ("SCAQMD"):

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“Those living within a half mile of warehouses are more likely to include communities of color, have health impacts such as higher rates of asthma and heart attacks, and a greater environmental burden.”¹

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Specifically, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.² Another study similarly indicates that “neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing facilities.”³ Additionally, a report authored by the Inland Empire-based People’s Collective for Environmental Justice and University of Redlands states:

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“As the warehouse and logistics industry continues to grow and net exponential profits at record rates, more warehouse projects are being approved and constructed in low-income communities of color and serving as a massive source of pollution by attracting thousands of polluting truck trips daily. Diesel trucks emit dangerous levels of nitrogen oxide and particulate matter that cause devastating health impacts including asthma, chronic obstructive pulmonary disease (COPD), cancer, and premature death. As a result, physicians consider these pollution-burdened areas ‘diesel death zones.’”⁴

The continued development of industrial warehouses within these communities poses a significant environmental justice challenge. The acceleration of warehouse development, however, is only increasing despite the consequences on public health. The Inland Empire alone is adding 10 to 25 million SF of new industrial space each year.⁵

San Bernardino County, the setting of the proposed Project, has long borne a disproportionately high pollution burden compared to the rest of California. When using CalEnviroScreen 4.0, CalEPA’s screening tool that ranks each census tract in the State for pollution and socioeconomic vulnerability, we found

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¹ “South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule.” SCAQMD, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9>.

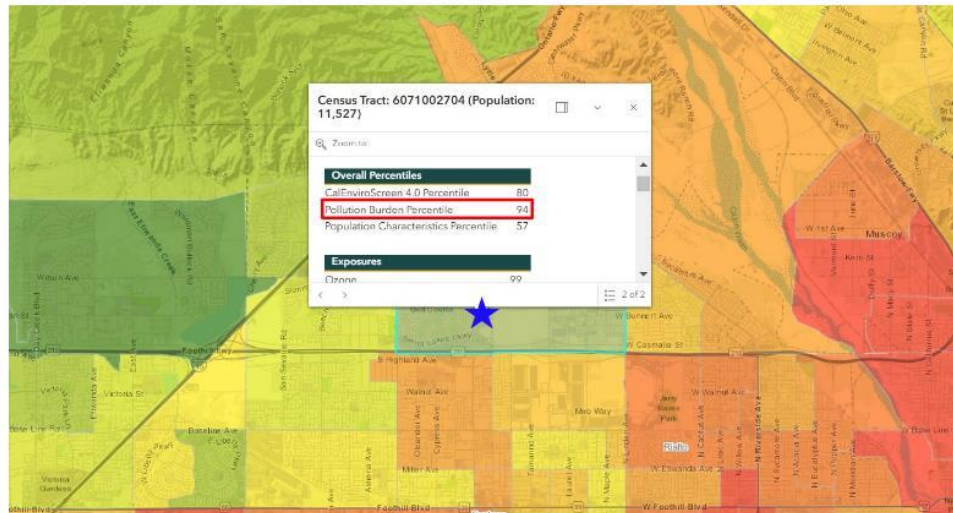
² “Southern California warehouse boom a huge source of pollution. Regulators are fighting back.” Los Angeles Times, May 2021, *available at*: <https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution>.

³ “Location of warehouses and environmental justice: Evidence from four metros in California.” Metro Freight Center of Excellence, January 2018, *available at*: https://www.metrotrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.

⁴ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, *available at*: https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

⁵ “2020 North America Industrial Big Box Review & Outlook.” CBRE, 2020, *available at*: <https://www.cbre.com/-/media/project/cbre/shared-site/insights/local-responses/industrial-big-box-report-inland-empire/local-response-2020-ibb-inland-empire-overview.pdf>, p. 2.

that the Project's census tract is in the 94th percentile of most polluted census tracts in the State (see excerpt below).⁶

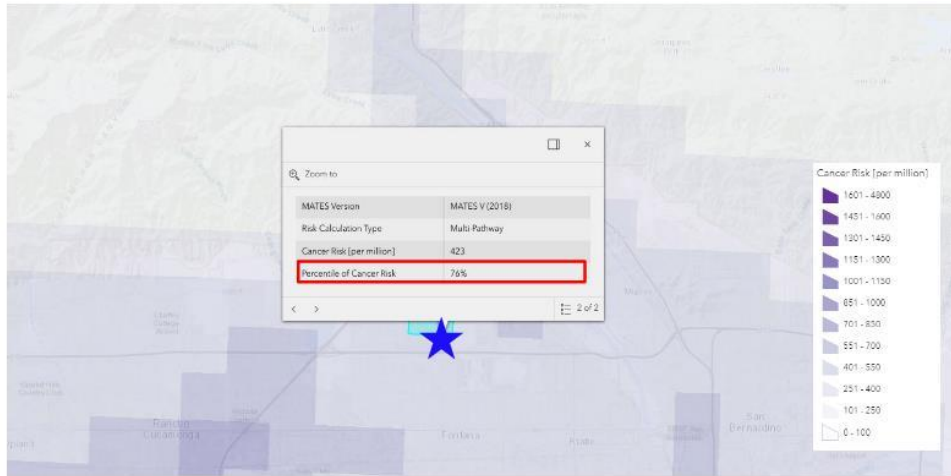


Furthermore, the Data Visualization Tool for Mates V, a monitoring and evaluation study conducted by SCAQMD, demonstrates that the County already exhibits a heightened residential carcinogenic risk from exposure to air toxics.⁷ Specifically, the location of the Project site is in the 76th percentile of highest cancer risks in the South Coast Air Basin, with a cancer risk of 423 in one million (see excerpt below).⁸

⁶ "CalEnviroScreen 4.0." California Office of Environmental Health Hazard Assessment (OEHHA), October 2021, available at: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>, census tract #6071002204.

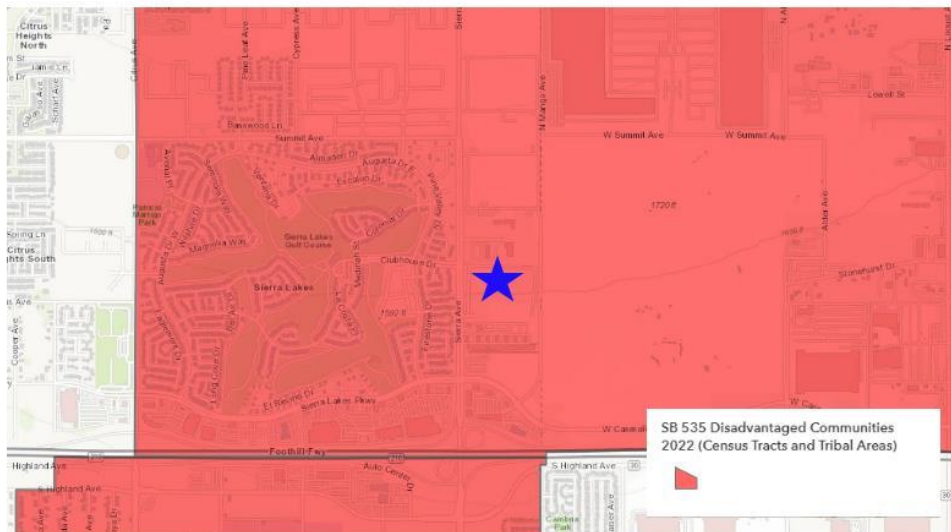
⁷ "Residential Air Toxics Cancer Risk Calculated from Model Data in Grid Cells." MATES V, 2018, available at: <https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?views=Click-tabs-for-other-data%2CGridded-Cancer-Risk>; see also: "MATES V Multiple Air Toxics Exposure Study." SCAQMD, available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

⁸ "Gridded Cancer Risk." SCAQMD, available at: https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/Main-Page/?data_id=dataSource_112-7c8f2a4db79b4a918d46b4e8985a112b%3A20315&views=Click-tabs-for-other-data%2CGridded-Cancer-Risk



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Additionally, according to CalEnviroScreen’s Senate Bill (“SB”) 535 Disadvantaged Communities Map, the Project site is located in a designated disadvantaged community (see excerpt below).⁹



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⁹ “SB 535 Disadvantaged Communities (2022 Update).” California Environmental Protection Agency, available at: <https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/>

SB 535 provides funding for development projects that provide a benefit to disadvantaged communities. CalEPA has been given the responsibility for identifying those communities based on “geographic, socioeconomic, public health, and environmental hazard criteria.”¹⁰ As the Project site is located in a designated disadvantaged community, and the Project’s census tract already exhibits a high cancer risk, development of the proposed Project would contribute to the disproportionate impact warehouses are posing to the health conditions of nearby residents.

The proposed Project may exacerbate disproportionate health risks for community members within the immediate area, a concern underscored by the mandates of SB 1000. SB 1000, enacted to address environmental justice considerations, requires local governments to integrate environmental justice elements into their planning processes, particularly focusing on reducing health risks for disadvantaged communities.¹¹

According to SCAQMD guidelines, individuals residing within a half-mile radius of warehouses, predominantly communities of color, face elevated rates of asthma and heart attacks, along with a greater environmental burden. The DEIR identifies single family residences 130 feet, or 0.02 miles west of the Project site. While the DEIR confirms the existence of residential sensitive receptors within a 0.5-mile radius of the Project site, the proposed Project would still contribute to the concentration of warehouse projects in low-income communities of color, which may result in significant pollution emissions from diesel trucks and lead to severe health conditions.¹² This contradicts the objectives of SB 1000, which aim to address such environmental justice challenges by incorporating policies to reduce the unique health risks faced by disadvantaged communities.

The continued expansion of industrial warehouses in these communities presents a significant environmental justice challenge, compounded by San Bernardino County’s alarming ozone pollution levels. Ozone pollution, a key concern under SB 1000, can pose serious health risks, particularly for children, who are more vulnerable due to their developing lungs and increased outdoor activity.¹³

In accordance with the California Department of Justice (“CA DOJ”) guidelines, the effects of greenhouse gas emissions and air pollutants from warehouses should be evaluated cumulatively. The CA DOJ states:¹⁴

¹⁰ “Final Designation of Disadvantaged Communities.” California Environmental Protection Agency, *available at*: https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/Updated-Disadvantaged-Communities-Designation-DAC-May-2022-Eng.a.hp_-1.pdf?emrc=e05e10.

¹¹ “Environmental Justice in Local Land Use Planning.” State of California Department of Justice, *available at*: <https://oag.ca.gov/environment/sb1000>.

¹² “Nationwide and Regional PM_{2.5}-Related Air Quality Health Benefits from the Removal of Energy-Related Emissions in the United States.” National Library of Medicine, May 2022, *available at*: <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9109601/>.

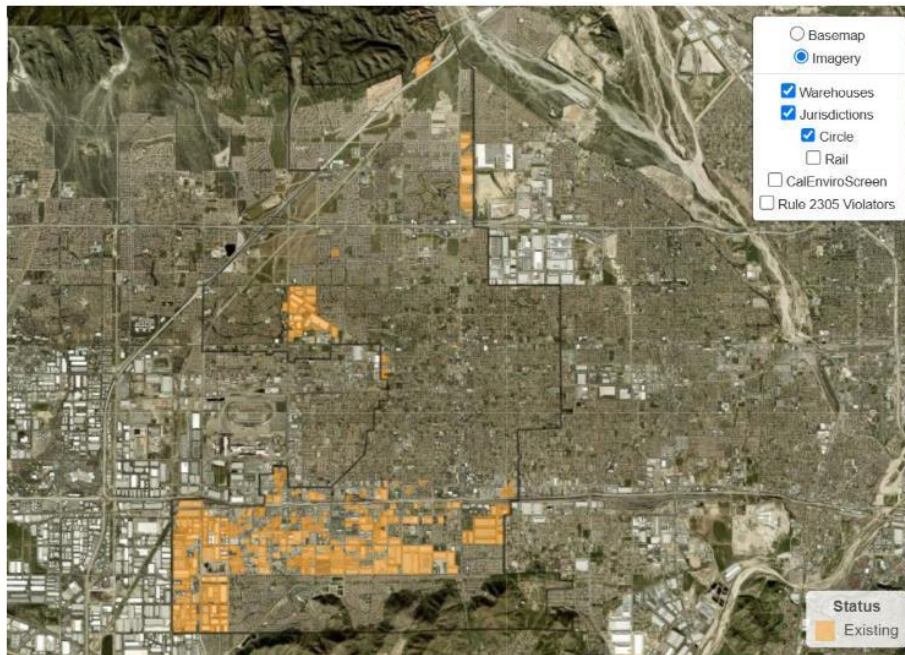
¹³ “Health Effects of Ozone Pollution.” U.S. EPA, *available at*: <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>.

¹⁴ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” CA DOJ, *available at*: <https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf>.

“When analyzing cumulative impacts, thoroughly considering the project’s incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project’s individual impacts alone do not exceed the applicable significance thresholds” (p. 6).

To accurately assess the Project’s impact on disadvantaged communities, both existing and anticipated warehouse developments should be considered during the environmental review process.

The Warehouse Cumulative Impact Tool for Community dashboard (“Warehouse CITY”), developed by the Redford Conservancy at Pitzer College and Radical Research LLC, is a tool that visualizes and quantifies existing, potential, and approved warehouse locations across Southern California. Review of Warehouse CITY reveals that there are currently 39 existing warehouses within the city of Fontana (see screenshot below).¹⁵



As the Project site is located in an SB 535 disadvantaged community, we recommend reevaluating the Project's cumulative health risks to more effectively align with CA DOJ guidelines and SB 1000 environmental justice requirements.

¹⁵ “Warehouse and Air Quality Mapping.” Pitzer College & Radical Research LLC, available at: <https://radicalresearch.shinyapps.io/WarehouseCITY/>.

We recommend that a revised EIR be conducted to evaluate the Project's contribution to the disproportionate impacts that warehouses pose on the surrounding disadvantaged communities.

Disclaimer

SWAPE has received limited discovery regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A: Matt Hagemann CV
Attachment B: Paul Rosenfeld CV

Attachment A



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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, Matt has developed extensive client relationships and has managed complex projects that include consultation as an expert witness and a regulatory specialist, and a manager of projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2104, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 – 2003);

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- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nationwide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

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- principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

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Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.

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Attachment B



Technical Consultation, Data Analysis and
Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
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Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

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Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution*. 233, 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

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Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellow, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

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Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

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Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A.; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

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Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. *The 23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

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Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

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Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

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James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

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In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No. 16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central
Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

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In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al.cvs. Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a
AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
Case No. 18STCV01162
Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
Case No. 1716-CV10006
Rosenfeld Deposition 8-30-2019

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In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido” Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosciences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017

In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

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In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No. RG14711115
Rosenfeld Deposition September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No. LALA002187
Rosenfeld Deposition August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action No. 14-C-30000
Rosenfeld Deposition June 2015

In The Iowa District Court for Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No. 4980
Rosenfeld Deposition May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case No. CACE07030358 (26)
Rosenfeld Deposition December 2014

In the County Court of Dallas County Texas
Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
Case No. cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition October 2012

In the United States District Court for the Middle District of Alabama, Northern Division
James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
Civil Action No. 2:09-cv-232-WHA-TFM
Rosenfeld Deposition July 2010, June 2011

In the Circuit Court of Jefferson County Alabama
Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
Civil Action No. CV 2008-2076
Rosenfeld Deposition September 2010

In the United States District Court, Western District Lafayette Division
Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
Case No. 2:07CV1052
Rosenfeld Deposition July 2009

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Response to Comment Letter B - Blum, Collins & Ho LLP - Matt Hagemann, P.G, C. Hg. and Paul E. Rosenfeld, Ph.D.

- B1** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR’s environmental analysis. However, the comment will be taken into consideration by decision-makers.
- B2** The comment does not provide substantial evidence of a significant impact. California Public Resources Code Section 21065 defines a ‘Project’ as an activity that could result in a direct or indirect physical change in the environment and which involves the issuance to a person of an entitlement by one or more public agencies. Piecemealing occurs when a Project is segmented in a way that environmental evaluation of some of the activities associated with the Project is deferred. The projects referenced by the commenter and the subject Project are separate projects, undertaken at different times, and each has its own independent utility. None of these projects are reliant on the approval or development of the other projects. Therefore, piecemealing has not occurred. The projects are also geographically distinct. Notably, MCN22-000105 and MCN22-000079 are located in the Southwest Industrial Park Specific Plan. The Project is not part of a specific plan. The projects referenced by the commenter are separate projects and the adequacy of the CEQA review prepared for these projects are not relevant. These are not “phased” projects, and separate environmental review of each is contemplated by the authority cited by the commenter. A Project level EIR is the appropriate CEQA document for the Project and includes a thorough discussion of the Project’s potential impacts, including cumulative impacts.
- B3** See Response B2 above. See Section 2.2, Compliance with CEQA, page 2-1 through 2-2 of the Draft EIR. The comment does not provide substantial evidence of a significant impact. According to the CEQA Guidelines (14 CCR Section 15064(f)(1)), preparation of an EIR is required whenever a project may result in a significant effect on the environment. An EIR is an informational document used to inform public agency decision-makers and the general public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project that could feasibly attain most of the basic objectives of the project while substantially lessening or avoiding any of the significant environmental impacts. Public agencies are required to consider the information presented in the EIR when determining whether to approve a project. CEQA requires that state and local government agencies consider the environmental effects of projects over which they have discretionary authority before taking action on those projects. This Draft EIR analyzes the environmental effects of the Project to the degree of specificity appropriate to the current proposed actions, as required by Section 15146 of the CEQA Guidelines. The analysis considers the activities associated with the Project, to determine the short-term and long-term effects associated with their implementation. This EIR discusses both direct and indirect impacts of the Project, as well as cumulative impacts associated with other past, present, and reasonably foreseeable future projects.
- B4** The comment does not provide substantial evidence of a significant impact. This comment incorrectly asserts that the Draft EIR does not include a complete Project Description due to not

including a detailed site plan, floor plan, conceptual grading plan, written narrative, and detailed elevations, while summarizing CEQA requirements related to a project description. The Project Description included in Section 3.0 of the Draft EIR includes a detailed description of the Project, including the conceptual site plan and description of grading activities and elevations that are further described and analyzed in the Draft EIR. Project information specific to earthwork, parking requirements, site coverage and floor area ratio is described in Section 3.0, Project Description of the Draft EIR. The Draft EIR provides the required level of detail in Section 3.0 to evaluate impacts of the Project, as required under Section 15124 of the CEQA Guidelines. Impacts associated with short-term construction activities (e.g., air and greenhouse gas emissions, truck trips), including onsite grading are addressed in Section 4.3: Air Quality, Section 4.8: Greenhouse Gas Emissions, and Section 4.17: Transportation.

However, to satisfy the commenter, Figure 3-5: Overall Site Plan has been updated to include an aerial map, tabulation information, and a legend; Figure 3-6: Building Design and Elevations has been updated to include building heights; and the Conceptual Grading Plan has been added as Figure 3-8. This additional information concerning the description of the Project does not change the analysis or the conclusions of the Draft EIR. Further, these revisions added to the Final EIR do not warrant recirculation of the Draft EIR.

B5 The comment does not provide substantial evidence of a significant impact. Only auto traffic and emergency response vehicles are permitted to access the Project site via Sierra Avenue. See Appendix K page 1; truck traffic would be restricted from using Summit Avenue and discouraged from using Sierra Avenue. Furthermore, see Section 3.0, Project Description page 3-7 of the Draft EIR. The Project prohibits truck access to the Project via Sierra Avenue. Trucks are instead able to enter and exit the site via Mango Avenue in a left-in and right-out truck traffic pattern. Finally, Wildflower Avenue is a private driveway, not a street, but nevertheless was included in traffic counts in Attachment B of Appendix K of the Draft EIR. See Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, removing any confusion regarding trucks accessing the Project site via Sierra Avenue. The revisions added to the Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.

B6 The comment does not provide substantial evidence of a significant impact. Contrary to the commenter's assertions, the Project applicant did not collect traffic data early on to exaggerate the existing traffic counts. According to the City of Fontana's Traffic Impact Analysis (TIA) guidelines, dated October 21, 2020, the following is stated:

"The screening criteria trip limit is based on net trip generation after considering pass-by, internal capture, affordable housing, and/or existing land use trips."

"Existing land use trip credits can be taken for land uses on a project site that are currently or have been operational within 6 months from the time the application is filed."

Traffic data was collected early in the process to establish a baseline for the current number of trips generated by the site before any onsite operations terminated. These counts were essential

for determining the scope of the Project’s transportation analysis, which is based on the net trips generated by the proposed development. The Project applicant confirmed that the operations at the site remained essentially the same between the time when counts were collected and when the NOP was released.

- B7** The comment does not provide substantial evidence of a significant impact. The EIR does not overstate the existing operations of the Project site. All four business were operating at the time the City published the NOP. Whether a business has a business license or not does not affect the Draft EIR’s environmental baseline. *Banning Ranch Conservancy v City of Newport Beach* (2012) 211 Cal.App. 4th 1209, 1233.
- B8** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR’s environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B9** The comment does not provide substantial evidence of a significant impact. See Section 3.0, Project Description page 3-1 through 3-2 of the Draft EIR. A summary of the permitted uses in the City of Fontana’s M-1 zone has little to no relevance concerning the Project’s environmental impacts. Nonetheless, the Project is consistent with the City’s General Plan land use designation and the zoning. The Project site’s industrial land use designation is I-L: Light Industrial and the zoning is M-1: Light Industrial. I-L: Light Industrial (0.1 to 0.6 FAR) allows for employee-intensive uses, including business parks, research and development, technology centers, corporate and support office uses, clean industry, supporting retail uses, truck and equipment sales and related services. General uses permitted (either by right, minor use permit, or conditional use permit) under the industrial zoning districts (Light Industrial [M-1]) includes manufacturing, food processing, service and repair, storage and open yards, warehousing uses, retail sales, restaurants and bars, administrative and professional offices, educational, and miscellaneous uses. The Project is not categorized as a “heavy traffic manufacturing” use. For a detailed list of permitted uses, see Table No. 30-530: Permitted Uses in Industrial Zoning Districts of the City’s Zoning and Development Code here: https://library.municode.com/ca/fontana/codes/zoning_and_development_code?nodeId=CH30_ZODECO_ARTVIIIINZODI.
- B10** The comment does not provide substantial evidence of a significant impact. Please see Response B9. Also, see Section 4.17, Transportation pages 4.17-10 through 4.17-11 of the Draft EIR. Use of ITE rates accurately estimates the trips to be generated by the Project, providing a more accurate estimate of trips than would be derived based upon the myriad of permitted uses laid out in the City’s M-1 zoning regulations. Based on ITE Warehouse rates selected, the Project is estimated to generate 681 daily trips, with 68 trips during the AM peak hour and 72 trips during the PM peak hour (see Table 2 of Appendix K). Following the City’s TIA guidelines for estimating trip generation, the trips were converted to a Passenger Car Equivalent (PCE) based on ITE truck trip rates. The truck mixes by number of axles were based on the City of Fontana Truck Trip Generation Study

for the Light Warehouse land use category. The truck trips were then converted to PCE trips using the factors from the City's guidelines. The Project is estimated to generate a total of 1,076 PCE trips daily, with 85 PCE trips (63 inbound / 22 outbound) during the AM peak hour, and 84 PCE trips (26 inbound / 58 outbound) during the PM peak hour. Draft EIR Table 4.17-2: Trip Generation Comparison provides a comparison of the trips currently being generated by the existing site and the trips estimated to be generated by the Project. The Project is estimated to generate an additional 106 PCE trips daily, with nine additional PCE trips during the AM peak hour and 38 additional PCE trips during the PM peak hour. Additionally, the Project will be consistent with applicable local agency operational LOS standards. Overall, the Project would not conflict with a program, plan, ordinance, or policy, addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project includes roadway improvements that would be designed in accordance with applicable federal, state, and local provisions, design requirements, and policies. Furthermore, roadway improvements may include a combination of fee payments to established programs, construction of specific improvements, and payment of a fair-share contribution toward future improvements (see Appendix K for more details). Therefore, impacts would be less than significant.

- B11** The comment does not provide substantial evidence of a significant impact. The first sentence of the comment states that the EIR does not include analysis of relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the Project. The comment also references SB 535. This is incorrect. The Draft EIR fully analyzed and disclosed the Project's cumulative impacts in Section 4.1, Aesthetics through Section 4.18, Wildfire. More specifically, the Draft EIR fully analyzed and disclosed the Project's impacts concerning air quality, transportation, and hazards and hazardous materials in Section 4.2, Air Quality, Section 4.8, Hazards and Hazardous Materials, and Section 4.15, Transportation.
- B12** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B13** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B14** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B15** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis.

The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.

B16 The comment does not provide substantial evidence of a significant impact. The comment states that the Project is adjacent to census tracts that are designated as SB 535 Disadvantaged Communities. It should be noted that SB 535 does not include project-specific requirements or prohibit developments in proximity to the designated communities. SB 535 directs 25 percent of the proceeds from the state’s Greenhouse Gas Reduction Fund (i.e., funds from the AB 32 cap-and-trade program) to go to projects that provide a benefit to disadvantaged communities (as identified by the OEHHA mapping). As noted throughout this Final EIR, an HRA was prepared for the Project and quantified risk levels at nearby sensitive receptors and determined that impacts would be less than significant.

B17 The comment does not provide substantial evidence of a significant impact. The comment provides no substantial evidence regarding why the use of CalEEMod, which is universally used by lead agencies in CEQA documents, is inaccurate or flawed. CalEEMod comprehensively and cohesively provides building energy consumption estimates, as well as establishes the basis for estimation of construction activity/construction equipment energy consumption, and mobile-source (vehicular) energy consumption. This latter category (vehicular energy consumption) comprises the majority of the Project energy demand. In addition, the sources for the methodologies include studies commissioned by the California Energy Commission (CEC) and also utilize energy conservation standards subject to Title 24. CalEEMod User Guide Appendix D (Technical Source Documentation for Emissions Calculations) states the energy intensity estimates are based on a survey completed in 2019 with structures ranging from 1935 to 2015. The Appendix notes “default energy consumption estimates provided in CalEEMod based on the RASS are very conservative, overestimating expected energy use compared to what would be expected for new buildings subject to the latest Energy Code with more stringent energy efficiency measures.” Therefore, the energy estimates in Section 4.6 Energy of the Draft EIR Appendix E, Energy Analysis are conservative.

The analysis specifically responds to the guidance for energy analysis in the State CEQA Guidelines Appendix F, which requires a determination regarding whether a project would increase the need for new energy supplies. The analysis is used to disclose the amount of energy that the Project would require and is not utilized to demonstrate compliance for performance. Additionally, the Draft EIR discloses the Project’s electricity consumption, natural gas consumption, and transportation fuel consumption and determined that the Project’s energy consumption would not be inefficient or wasteful as the Project will be required by the CALGreen Code to comply with the Title 24 Building Energy Efficiency Standards (Nonresidential) published by the CEC, which contain stringent mandatory standards for mechanical systems, lighting (indoor and outdoor), and appliances to minimize energy use. Revisions to the Draft EIR are not required.

B18 The comment states that the City is not listed as a jurisdiction with local energy standards approved by the California Energy Commission. However, only local jurisdictions that adopt their

own energy standards are required to be approved by the California Energy Commission. All local jurisdictions are required to comply with the State's Title 24 energy code unless they have standards approved by the California Energy Commission that exceed the Title 24 energy code. The energy analysis presented in the Draft EIR is for purposes of estimating Project demand and responds to the requirements in State CEQA Guidelines Appendix F. All California jurisdictions are required to comply with the State Building Code, including the Energy Code (Title 24, Part 6) and the Green Building Standards Code (Title 24, Part 11). Therefore, the discussion in the Draft EIR correctly explains that the project would implement required green building strategies. As noted above, only local jurisdictions that adopt their own energy standards are required to be approved by the California Energy Commission. As the City of Fontana has not adopted their own energy standards, they are required to comply with the Title 24 energy standards. Compliance with Title 24 standards is enforced through the City's plan check and building inspection process. The comment has not provided any evidence that the project would not comply with the California Energy Commission standards or AB 32/SB 32 and the Draft EIR does not need to be recirculated.

- B19** The comment does not provide substantial evidence of a significant impact. Refer to Response B7. The comment states that it is inappropriate for the Project's GHG emissions modeling to take credit for the existing uses at full capacity when only one of the four existing businesses located on site has a business license. The comment states that the Draft EIR should be revised to remove any credit given to existing uses in order to accurately and adequately analyze the Project's environmental impacts.

Section 152049(c) of the CEQA Guidelines advises that comments should be accompanied by factual support, stating "[r]eviewers should explain the basis for their comments and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Where comments provide no factors or other substantial evidence to support an assertion, or where comments do not explain why the evidence supporting a conclusion in the Draft EIR is not substantial evidence, the Final EIR is not required to alter a significance determination of the Draft EIR. While CEQA permits disagreements of opinion with respect to environmental issues addressed in the EIR (see Section 15151 of the CEQA Guidelines ["disagreement among experts does not make an EIR inadequate... the courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure"].) The Draft EIR for the Project provides an adequate, complete, and good faith effort at full disclosure of the physical environmental impacts of the Project and the conclusions are based upon substantial evidence in light of the whole record.

CEQA Guidelines Section 15125 provides that "the lead agency should describe physical environmental conditions as they exist at the time the notice of preparation is published. As demonstrated in Chapter 3.0, Project Description, of the Draft EIR, the Project was occupied by four active businesses at the time the City published the NOP for the Draft EIR. In addition, as described in the Trip Generation Assessment and Traffic Scoping (Appendix K of the Draft EIR), existing trip generation was determined by trip counts taken over the course of 72 hours. Existing

trips, as collected by field data, was accounted for in the GHG analysis. Additionally, as addressed in Response B7, all four business were operating at the time the City published the NOP. Whether a business has a business license or not does not affect the Draft EIR's environmental baseline. The underlying site approvals would still remain in effect. Thus, because the existing businesses were active at the time the NOP was circulated, and the existing GHG emissions were based on field data collected, it is appropriate to take into account the GHG emissions stemming from the existing uses and the Draft EIR properly takes credit for the existing emissions associated with the use of and the trips associated with onsite existing uses.

- B20** The comment does not provide substantial evidence of a significant impact. The comment claims that Draft EIR Table 4.8-4: Regional Transportation Plan/Sustainable Communities Strategy Consistency provides does not adequately address consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS. The comment also mentions that there are errors in modeling and states that the Project is inconsistent with Goal 5, Goal 6, and Goal 7 of Table 4.8-4. The comment states that the EIR must be revised to include findings of significance due to inconsistency with the 2020-2045 RTP/SCS Connect SoCal document.

Section 152049(c) of the CEQA Guidelines advises that comments should be accompanied by factual support, stating "[r]eviewers should explain the basis for their comments and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Where comments provide no facts or other substantial evidence to support an assertion, or where comments do not explain why the evidence supporting a conclusion in the Draft EIR is not substantial evidence, the Final EIR is not required to alter a significance determination of the Draft EIR. While CEQA permits disagreements of opinion with respect to environmental issues addressed in the EIR (see Section 15151 of the CEQA Guidelines ["disagreement among experts does not make an EIR inadequate... the courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure"].) The Draft EIR for the Project provides an adequate, complete, and good faith effort at full disclosure of the physical environmental impacts of the Project and the conclusions are based upon substantial evidence in light of the whole record.

As discussed in Response B19, GHG emissions modeling adequately accounts for existing uses. Substantial evidence supporting the SCAG RTP/SCS consistency analysis is provided in Draft EIR Section 4.3: Air Quality and Section 4.8: Greenhouse Gas Emissions. Additionally, as addressed in Response B19, all four business were operating at the time the City published the NOP. Whether a business has a business license or not does not affect the Draft EIR's environmental baseline. The Project consistency discussion within Table 4.8-4 provides justification for consistency with each goal. Thus, the Draft EIR does not need to be revised due to an inconsistency with the 2020-2045 RTP/SCS Connect SoCal document.

- B21** The comment does not provide substantial evidence of a significant impact. See Responses B9 and B10 above.

- B22** The comment does not provide substantial evidence of a significant impact. CEQA Guidelines require that projects show consistency with applicable and use plans, such as the City’s General Plan. See Section 4.11: Land Use and Planning of the Draft EIR. Table 4.11-4 summarizes the Project’s consistency with applicable policies from the City’s General Plan. The policies listed by the commenter either do not apply to light industrial projects, are meant to be City actions, or do not specify the policy they are referencing. No further analysis is required.
- B23** The comment does not provide substantial evidence of a significant impact. LOS analysis is being provided for disclosure purposes, but this analysis is not being provided to determine whether or not the Project has a significant transportation impact.
- B24** The comment does not provide substantial evidence of a significant impact. Refer to Response B20.
- B25** The comment does not provide substantial evidence of a significant impact. See Section 4.14, Population and Housing of the Draft EIR. Development forecasts for the City were based on California Department of Finance (DOF) and Southern California Association of Governments (SCAG) forecasts. The General Plan EIR for the City’s General Plan was developed using SCAG data. As such, the Draft EIR includes data which is consistent with those used for the City’s General Plan projections.
- B26** The comment does not provide substantial evidence of a significant impact. The Draft EIR is written as an analysis of effects to the both the lead agency jurisdiction as well as the larger region. Employment is reasonably assumed to directly affect the lead agency jurisdiction and the local region. Additionally, the region refers to the County areas nearby the Project and is clarified by the inclusion of County demographics in Section 4.14.2, Environmental Setting of Section 4.14, Population and Housing of the Draft EIR. The Draft EIR adequately incorporates multiple areas of effect of Project implementation and no further analysis is required.
- B27** The comment does not provide substantial evidence of a significant impact. See Response B26. CEQA does not require an analysis of employee interest in employment, only the effects on the affected workforce. As such, an analysis of market interest is not a required component of the Draft EIR. The Draft EIR adequately incorporates multiple areas of effect of Project implementation and no further analysis is required.
- B28** The comment does not provide substantial evidence of a significant impact. The office use associated with the Project includes administrative activities which will be used solely in connection with the Project’s warehouse operations. As such, the office use is considered as a component of the Project’s warehouse uses. Note that the ITE Trip Generation manual accounts for some interior office space as part of the Warehouse land use, stating that “A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas.” Refer to Final EIR **Section 3.0: Errata** which incorporates the correct employment average. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.

- B29** The comment does not provide substantial evidence of a significant impact. See Responses B26-28. As discussed in Draft EIR Section 4.0: Environmental Impact Analysis “There are two commonly used approaches, or methodologies, for establishing the cumulative impact setting or scenario. One approach is to use a “list of past, present, and probable future projects producing related or cumulative impacts including, if necessary, those projects outside the control of the agency...” (14 CCR Section 15130(b)(1)(A)). The other is to use a “summary of projections contained in an adopted local, regional or Statewide plan, or related planning document, that describes or evaluates conditions contribution to the cumulative effect” (14 CCR Section 15130(b)(1)(B)).” The Project took the latter approach, not the list approach. See Final EIR **Section 3.0: Errata**, for revisions to Draft EIR Section 4.0.4. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B30** The comment does not provide substantial evidence of a significant impact. Refer to Responses B6 and B7.
- B31** The comment does not provide substantial evidence of a significant impact. Refer to Response B23. With regard to Circulation Element Goal 5 and the associated policy to maintain levels of service for passenger vehicles, transit vehicles, trucks, bicyclists, and pedestrians that are appropriate for the context of the area, this goal and policy are not project specific but applicable to the City of Fontana as a whole.
- B32** The comment does not provide substantial evidence of a significant impact. See Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, including a summary of the Project’s potential to increase roadway hazards or result in inadequate emergency and truck access. Exhibits provided to evaluate the updated site plan. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B33** The comment does not provide substantial evidence of a significant impact. Refer to Response B32. Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, including a summary of the Project’s potential to increase roadway hazards or result in inadequate emergency and truck access. Exhibits provided to evaluate the updated site plan. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B34** The comment does not provide substantial evidence of a significant impact. Refer to Responses B32 and B33. An evaluation of the truck movement in the cul-de-sac was not provided since trucks would access the site, making a northbound left-turn movement from Mango Avenue. Trucks are not anticipated to travel north of the truck driveway or circulate the cul-de-sac. The Project’s frontage improvement will widen Mango Avenue, providing more area in the cul-de-sac for turning around.
- B35** The comment does not provide substantial evidence of a significant impact. Refer to Responses B32-B34. The site plan was updated to remove truck driveway along Sierra Avenue. See Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, including a summary of the Project’s potential to increase roadway hazards or result in inadequate

- emergency and truck access. Exhibits provided to evaluate the updated site plan. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B36** The comment does not provide substantial evidence of a significant impact. Refer to Responses B32-B35. See Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, including a summary of the site circulation for emergency vehicles and trucks. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B37** The comment does not provide substantial evidence of a significant impact. Refer to Responses B32-B36. See Final EIR **Section 3.0: Errata**, for revisions to Section 4.17: Transportation of the Draft EIR, including a summary of the sight distance evaluation. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B38** The comment does not provide substantial evidence of a significant impact. Refer to Responses B32-B37. See Final EIR **Section 3.0, Errata** for added discussion regarding Site Access, Emergency Vehicle Access and Circulation, Truck Access and Circulation, and Roadway Hazards. The revisions added to Final EIR **Section 3.0: Errata** do not warrant recirculation of the Draft EIR.
- B39** The comment does not provide substantial evidence of a significant impact. See Response B29. Each environmental analysis section of the Draft EIR discusses relevant cumulative impacts which may occur as a result of Project implementation. The analysis of the Project's potential to cause growth-inducing impacts is assessed using the projection method.
- B40** The comment does not provide substantial evidence of a significant impact. See Responses B25, B26, B27, B29 and B39.
- B41** The comment does not provide substantial evidence of a significant impact. See Response B29 and B39.
- B42** The commenter's request for the Draft EIR's revision and recirculation is noted for the record. However, the commenter has raised no substantial or substantiated criticisms of the Draft EIR, which would necessitate recirculation. The commenter's request for subsequent public noticing and hearing information is noted for the record.
- B43** Introductory comments and general description of the Project are noted for the record. The request for a revised EIR is also noted for the record.
- B44** The commenter's reference of the South Coast Air Quality Management District's adoption of the Warehouse Indirect Source Rule is noted for the record.
- B45** Comment noted. See Response B11. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B46** Comment noted. See Response B11. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's

environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.

- B47** Comment noted. See Response B11. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B48** Comment noted. See Response B11. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. The comment does not provide substantial evidence of a significant impact. However, the comment will be taken into consideration by decision-makers.
- B49** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. However, the comment will be taken into consideration by decision-makers.
- B50** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. However, the comment will be taken into consideration by decision-makers.
- B51** Comment noted. This comment does not identify a specific concern with the adequacy of the Draft EIR or note a specific issue or comment related to the Draft EIR's environmental analysis. However, the comment will be taken into consideration by decision-makers.
- B52** The commenter's admission of receiving limited information regarding the Project is noted for the record. The commenter's conclusory statements and admission of potential information gaps and inconsistencies is noted for the record. The comment does not provide substantial evidence of a significant impact.
- B53** The resume of Matthew F. Hageman is noted for the record.
- B54** The resume of Paul Rosenfeld is noted for the record.

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Comment Letter C - Golden State Environmental Justice Alliance - Adam Salcido

From: Adam Salcido <asalcido@goldenstateej.com>
Sent: Thursday, October 24, 2024 11:07 AM
To: Salvador Quintanilla <squintanilla@fontanaca.gov>
Cc: Executive Director <executivedirector@goldenstateej.com>; Assistant Executive Director <assistantexecutivedirector@goldenstateej.com>; Josh Bourgeois <jbourgeois@goldenstateej.com>; Steven Piepkorn <spiepkorn@goldenstateej.com>; Pete Sheehan <psheehan@goldenstateej.com>; Ramon Amaya <ramaya@goldenstateej.com>; Stanley Saltzman <ssaltzman@goldenstateej.com>
Subject: Sierra Distribution Facility Project

CAUTION - EXTERNAL SENDER - THIS EMAIL ORIGINATED OUTSIDE OF THE CITY'S EMAIL SYSTEM
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mr. Quintanilla,

Please provide any updates to the above mentioned project.

I am requesting under Public Resource Code Section 21092.2 to add the email addresses and mailing address below to the notification list, regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project.

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Corona, CA 92877

Please confirm receipt of this email.

Thank You,

Adam Salcido

1

Response to Comment Letter C - Golden State Environmental Justice Alliance - Adam Salcido

- C1** The commenter's request for the inclusion of interested parties to the mailing list is noted for the record. No further response required.

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Section 3.0 Errata to the Draft EIR

3.1 INTRODUCTION TO THE ERRATA

The Draft EIR for the Sierra Distribution Facility Project dated September 2024, is hereby incorporated by reference as part of the Final EIR. Changes to the Draft EIR are further detailed below.

The changes to the Draft EIR do not affect the overall conclusions of the environmental document and instead represent changes to the Draft EIR that provide clarification, amplification and/or insignificant modifications, as needed as a result of public comments on the Draft EIR, or due to additional information received during the public review period. These clarifications and corrections do not warrant Draft EIR recirculation pursuant to CEQA Guidelines Section 15088.5.

None of the changes or information provided in the comments reflect a new significant environmental impact, a substantial increase in the severity of an environmental impact for which mitigation is not proposed, or a new feasible alternative or mitigation measure that would clearly lessen significant environmental impacts but is not adopted. In addition, the changes do not reflect a fundamentally flawed or conclusory Draft EIR.

Changes to the Draft EIR are listed by Section, page, paragraph, etc. to best guide the reader to the revision. Changes are identified as follows:

- Deletions are indicated by ~~strikeout text~~.
- Additions are indicated by underline text.

3.2 CHANGES TO THE DRAFT EIR

Section 3.0: Project Description

Figures

Figure 3-5: Overall Site Plan, updated.

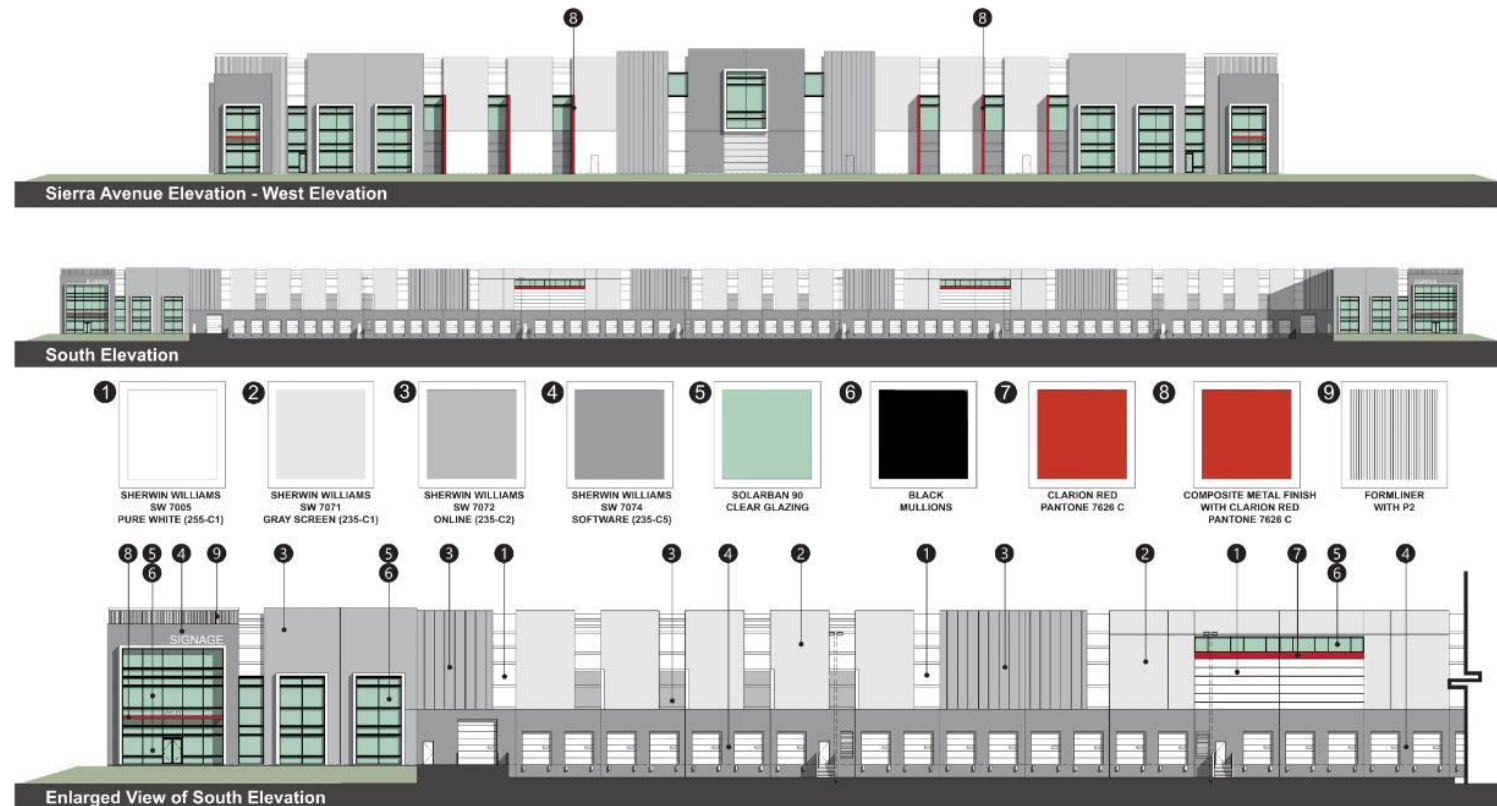
Figure 3-6: Building Design and Elevations, updated.

Figure 3-8: Conceptual Grading Plan, added.

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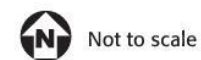
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Source: HPA Architecture, Conceptual Material Board, 2023.

FIGURE 3-6: Building Design and Elevations
Sierra Distribution Facility Project, City of Fontana



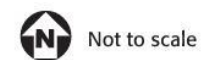
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Source: HPA Architecture, Conceptual Building Elevations, 2023.

FIGURE 3-6: Building Design and Elevations
Sierra Distribution Facility Project, City of Fontana

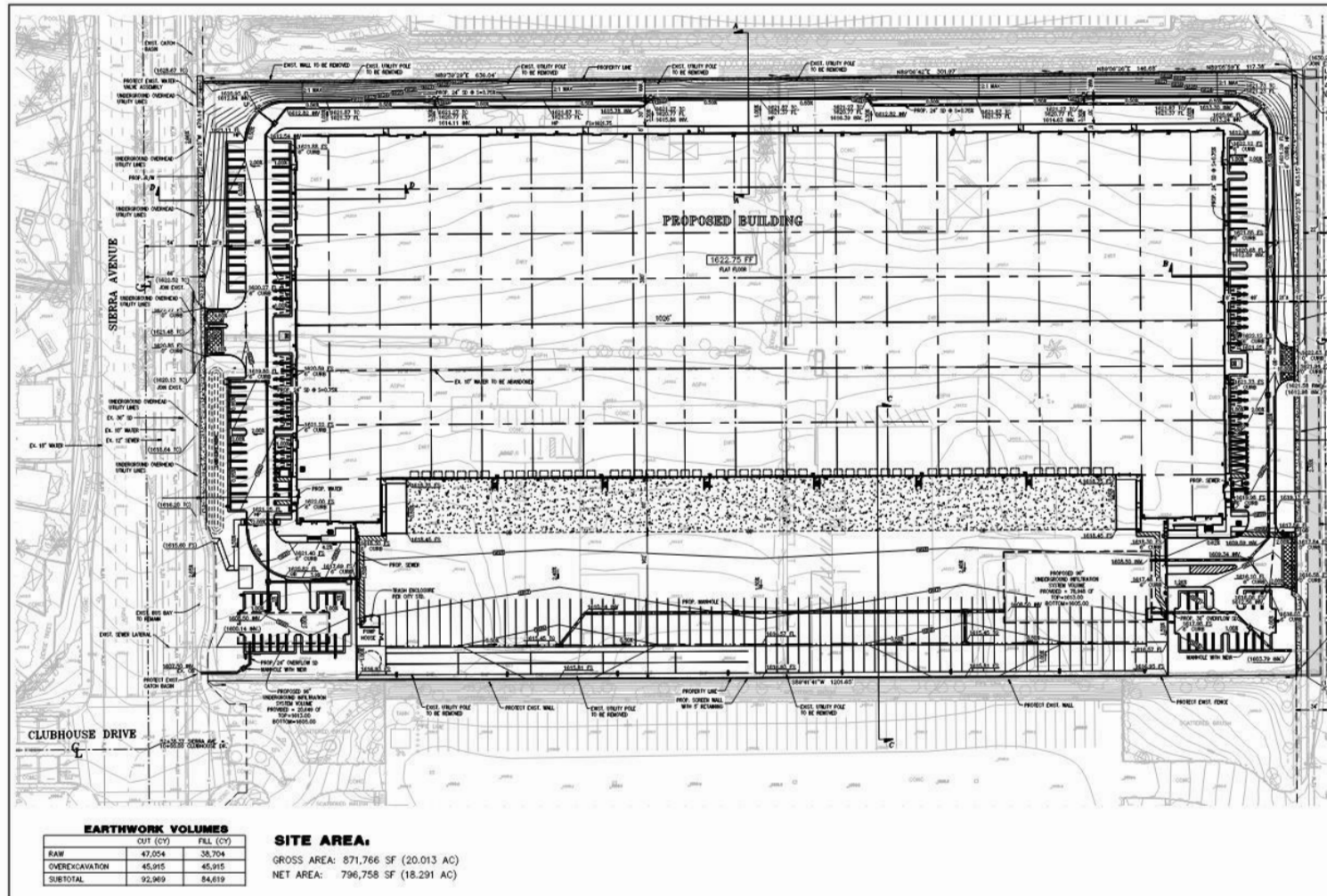


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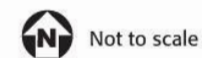
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Source: Huitt-Zollars, Inc., 2025.

FIGURE 3-8: Conceptual Grading Plan
Sierra Distribution Facility Project, City of Fontana



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Section 4.0: Environmental Impact Analysis

Page 4-5, Section 4.0.4, Project Approach

The City of Fontana General Plan and SCAG's RTP/SCS ~~other planning documents (such as recent City of Fontana CEQA documents)~~ were used as additional reference points in establishing the cumulative scenario for the analysis. ~~The previous CEQA documents provide further context as to cumulative impacts considered for prior projects.~~ The intent of the cumulative impact discussions is to provide sufficient information to inform decision makers and the public, rather than “tiering” off of prior CEQA documents for cumulative impacts. Note that Project impacts were found to be no impact, less than significant, or less than significant with mitigation incorporated; therefore, through avoiding any significant and unavoidable impacts, the Project's contribution to cumulative impacts would not be considerable.

Section 4.14: Population and Housing

Page 4.14-10, Impact 4.14-1

Table 4.14-9: Project Employment Generation

Land Use	Generation Rate	Project SF	Employment Generation
Land Use (Warehouse)			
Warehousing ¹	1 employee/ 2,111 <u>1,195</u> sf	398,514	189 <u>333</u> employees
Source: SCAG. 2001. Employment Density Report. Page 4. Los Angeles, CA: SCAG.			
1. Standard rate applied to the Project's 398,514 sf of warehousing.			

The Project's planned development strategy of warehousing uses would generate a total of ~~189~~ 333 new employees. This would comprise approximately 0.~~493~~ percent of the City's 2021 workforce. These jobs could be filled by unemployed City residents, given the City's existing unemployment rate of 5.9 percent. Specifically, the warehousing portion would comprise approximately 2.~~12~~ percent of the City's warehousing workforce (see Table 4.14-8 above). In the event that all the new jobs created would be filled by new workers moving to the City, the ~~189~~333-person workforce would generate a 0.~~0816~~ percent increase in the City's 2022 population. This growth rate would be well within the projections of the SCAG 2020-2045 RTP/SCS and could be accommodated by existing housing within the City. Therefore, it is unlikely the Project would directly or indirectly induce substantial, unplanned population growth in the County. Thus, the impact is less than significant, and no mitigation is required.

Section 4.17: Transportation

Page 4.17-8, Table 4.17-1: Consistency Analysis

Policy 3.1: Maximize the accessibility, safety, convenience, and appeal of transit service and transit stops.	Consistent: The Project is located within an area of the City designated for light industrial use, consistent with Project development. Regional Project access would be from SR-210 via the officially designated local truck route, Sierra Avenue, approximately 0.6 mile south of the Project site. The Project would comply 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. Additionally, the necessary development fees will be paid prior to construction, as indicated in the Fontana MC Section 11.2.
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Page 4.17-9, Table 4.17-1 Consistency Analysis

Policy 2.3: Locate high-quality industrial uses where there is appropriate access to regional transportation routes.	Consistent: The Project is located within an area of the City designated for light industrial use, consistent with Project development. Regional Project access would be from SR-210 via the officially designated local truck route, Sierra Avenue, approximately 0.6 mile south of the Project site.
---	--

Page 4.17-13, Impact 4.17-4

The Project is not anticipated to result in any significant emergency access impacts during construction. Roadway improvements could result in temporary disruption or slowing of traffic flows, but all roadways would remain open to emergency vehicle traffic at all times. Local access would be provided via Sierra Avenue and Mango Avenue. Project site ingress and egress would be via three driveways: one 50-foot driveway on Sierra Avenue and one approximately 54-foot (southerly) driveway and one 35-foot (northerly) driveway on Mango Avenue. Trucks would enter and exit the site from ~~via northbound Sierra Mango Avenue and exit the site via southbound Mango Avenue.~~ Mango Avenue intersects with Sierra Lakes Parkway which reconnects with Sierra Avenue. Trucks would access ~~southbound~~ Sierra Avenue from this point to reach SR-210 and regional destinations beyond. ~~This would ensure that a~~ All emergency vehicles would be able to ~~pass~~ access the Project site using either Sierra Avenue or Mango Avenue should the need arise. A 30-foot-wide fire lane would also circumvent the Project site.

Site Access

The City of Fontana Municipal Code Section 30-692 requires a minimum driveway width of 40-feet for two-way truck access at industrial sites and 26-feet for two-way passenger vehicle access. The site exceeds these requirements with a 35-foot passenger vehicle driveway on Mango Avenue, a 50-foot passenger vehicle driveway on Sierra Avenue, and a 54-foot truck driveway on Mango Avenue.

Emergency Vehicle Access and Circulation

The Project’s site was designed to ensure emergency vehicle access to all driveways and allow for circulation around the building’s perimeter, with a 30-foot-wide fire lane around the building, consistent with San Bernardino County Fire Protection District’s Standard Number A-1. The Project also provides two points of access for fire apparatus, also consistent with Standard Number A-1. Per Standard Number A-1 “Buildings which exceed 100,000 square feet shall have fire access roadways provided on all sides”.¹ The Project is consistent.

Figure 4.17-1 presents an evaluation of the turning movements for emergency vehicles at the passenger vehicle driveway along Sierra Avenue. The analysis includes the northbound right-turn and westbound right-turn movements only due to the presence of raised median along Sierra Avenue. Both turns were assessed simultaneously to demonstrate that emergency vehicles can perform these maneuvers without conflict with other vehicles. Additionally, the evaluation confirms that emergency vehicles are able to maneuver around both sides of the building.

¹ SBCFPD. 2023. Standard Number A-1. <https://sbcfire.org/wp-content/uploads/sites/46/2023/09/SBCFPD-STANDARD-A-1-FIRE-APPARATUS-ACCESS-ROAD-DESIGN-CONSTRUCTION-AND-MAINTENANCE-7.1.23.pdf?x36804>.

Figure 4.17-2 presents an evaluation of the turning movements for emergency vehicles at the passenger vehicle driveway along Mango Avenue. The analysis includes the northbound left-turn and eastbound right-turn movements to reflect movements emergency services would make traveling to and from the Project. Both turns were assessed simultaneously to demonstrate that emergency vehicles can perform these maneuvers without conflict with other vehicles. Additionally, the evaluation confirms that emergency vehicles are able to maneuver around both sides of the building.

Figure 4.17-3 presents an evaluation of the turning movements for emergency vehicles at the truck driveway along Mango Avenue. The analysis includes the northbound left-turn and eastbound right-turn movements to reflect movements emergency services would make traveling to and from the Project. Both turns were assessed simultaneously to demonstrate that emergency vehicles can perform these maneuvers without conflict with other vehicles. Additionally, the evaluation confirms that emergency vehicles are able to maneuver around both sides of the building.

The Project would not result in inadequate emergency access or circulation.

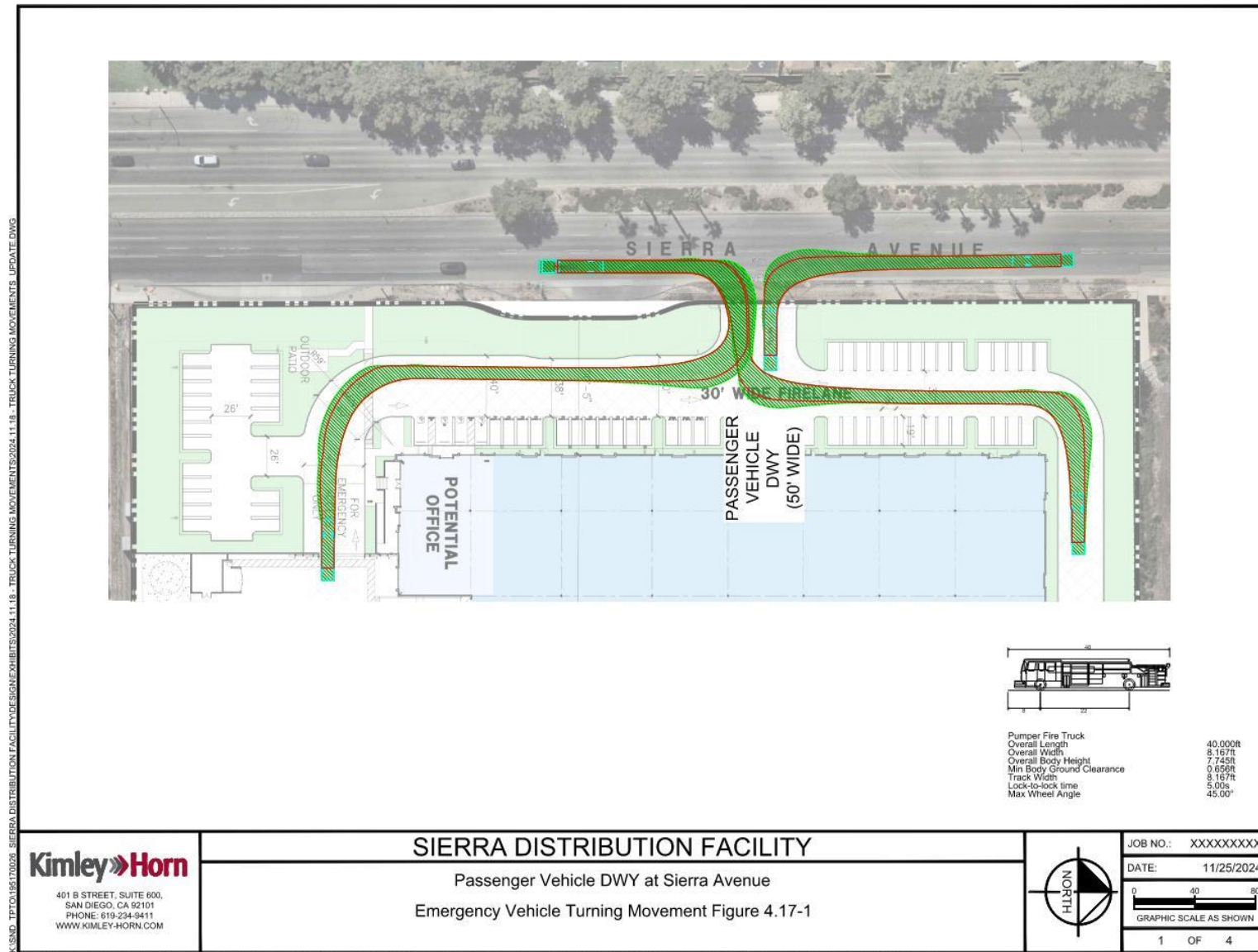
Truck Access and Circulation

The Project's truck access driveway was designed to provide access to heavy vehicles, which would be entering the site via a northbound left-turn movement and exit the site making an eastbound right-turn movement.

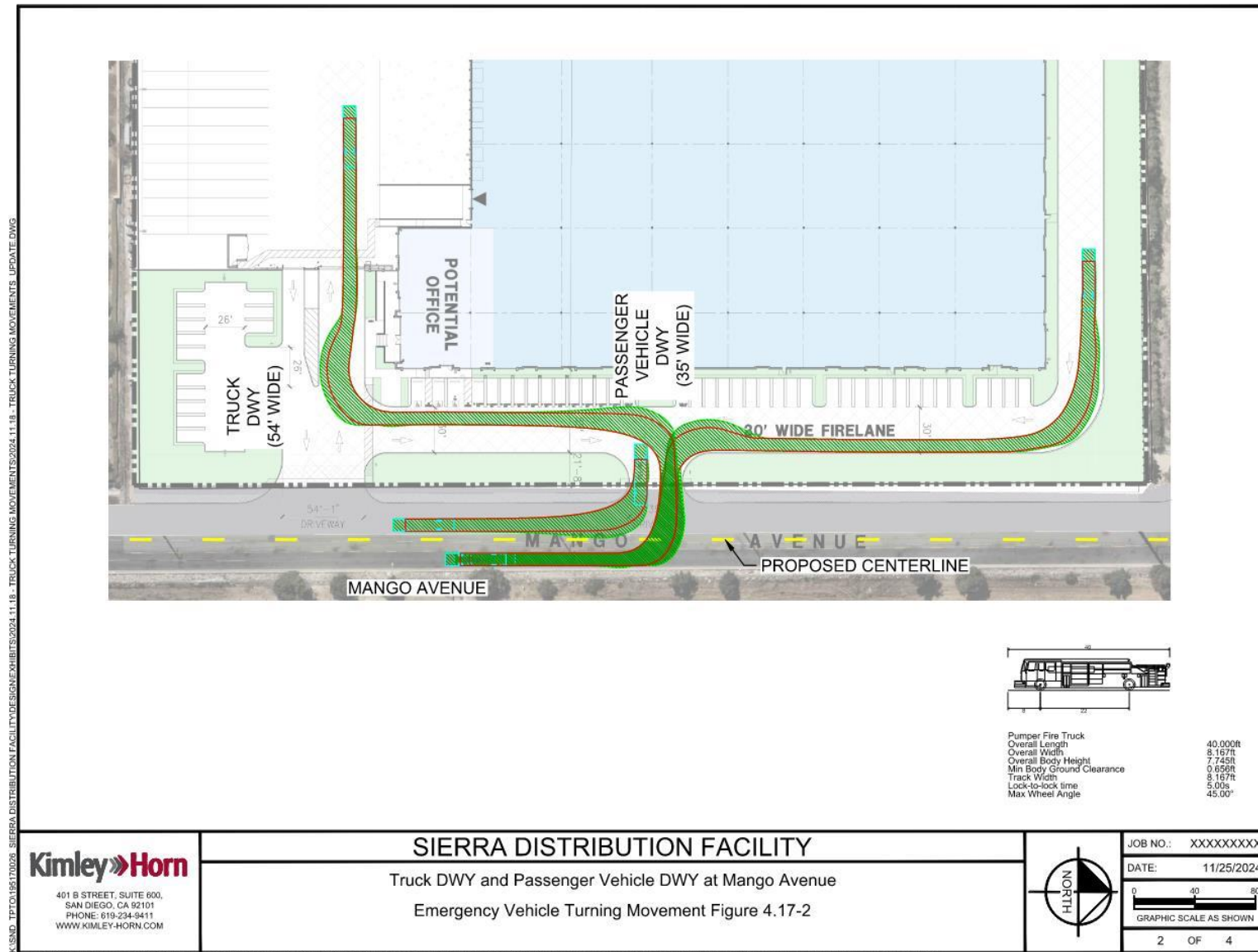
Figure 4.17-4 presents an evaluation of the turning movements for heavy vehicles at the truck driveway along Mango Avenue. The analysis includes the northbound left-turn and eastbound right-turn movements to reflect movements trucks would make traveling to and from the Project. Both turns were assessed simultaneously to demonstrate that trucks can perform these maneuvers without conflict with other trucks. Additionally, the evaluation confirms that trucks are able to maneuver into and out of the building's loading docks.

The Project would not result in inadequate truck access or circulation.

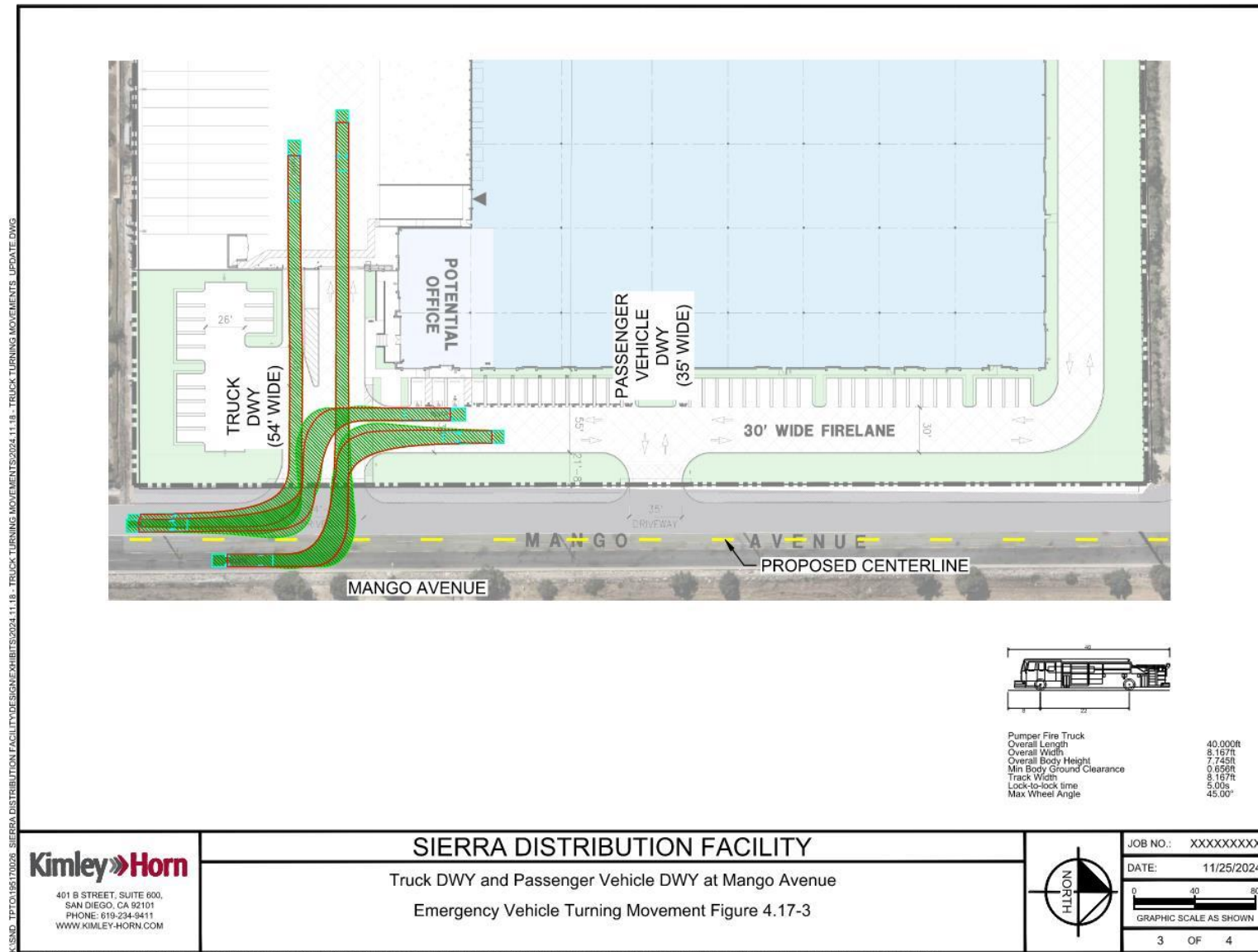
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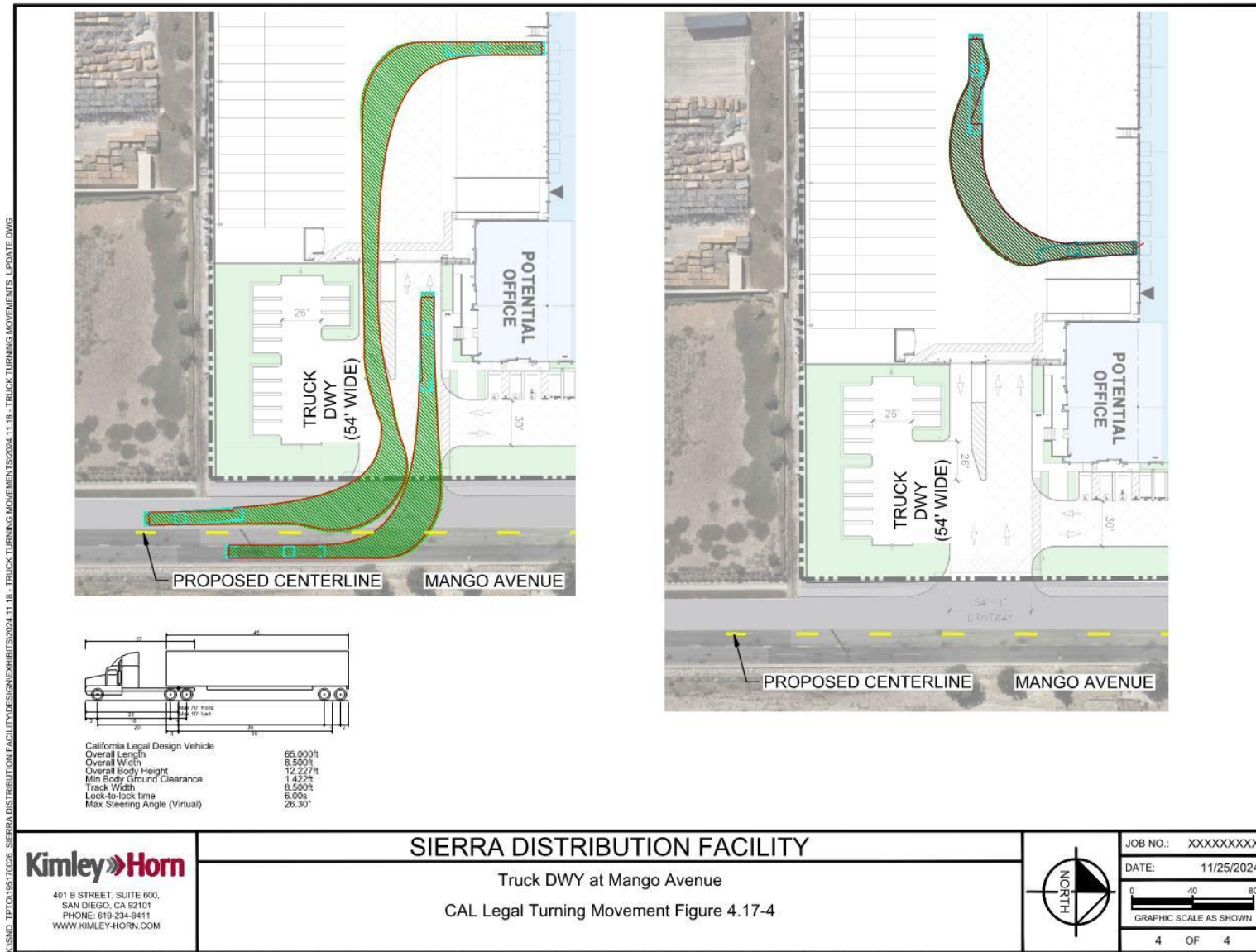
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Roadway Hazards

The site is located along straight and generally level roadways, with no sharp curves or dangerous intersection designs nearby. The proposed driveway along Sierra Avenue exceeds the City’s required spacing from the signalized intersection of Clubhouse Drive.

A sight distance analysis for each Project driveway was conducted to determine if vehicles and trucks exiting each of the Project driveways would have adequate sight distance to observe conflicting traffic along the intersecting roadways. Intersection sight distance for the Project driveways were evaluated following methodology from the American Association of State Highway and Transportation Officials (AAHSTO), *A Policy on Geometric Design of Highway and Street, 7th Edition*². Sight distance for each Project driveway was determined based the proposed Project site plan and the following AASHTO intersection sight distance criteria formula:

$$\text{Intersection Sight Distance} = 1.47 \times V_{\text{major}} \times t_g$$

Where V_{major} is the design speed of the major road and t_g is the time gap for the vehicle to exit the Project driveway and enter the major road. For passenger vehicles, the time gap is 6.5 seconds for right turns and 7.5 seconds for left turns. For trucks, the time gap is 10.5 seconds for right turns and 11.5 seconds for left turns. No spot speed study was conducted. Therefore, the posted speed limit plus 5 MPH was assumed.

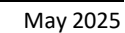
Figure 4.17-5 provides an evaluation of the sight distance at the passenger vehicle driveway along Sierra Avenue. Due to the presence of a raised median and restriction of left-turn movements, only the visibility of the south leg was assessed. With Sierra Avenue having a posted speed limit of 55 mph, the evaluation was conducted for 60 mph. For passenger vehicles turning right, the minimum required sight distance is 575 feet. The sightline analysis for passenger vehicles shows no obstructions that would limit visibility of approaching vehicles.

Figure 4.17-6 provides an evaluation of the sight distance at the passenger vehicle and truck driveways along Mango Avenue. With Mango Avenue having a posted speed limit of 35 mph, the evaluation was conducted for 40 mph. For the passenger vehicle driveway, the minimum sight distance for vehicles turning right is 385-feet, and 445-feet for vehicles turning left. For the truck driveway, the minimum sight distance for vehicles turning right is 665-feet, and 725-feet for vehicles turning left. The lines of sight for both Project driveways demonstrates that there are no obstructions that would limit visibility of approaching vehicles.

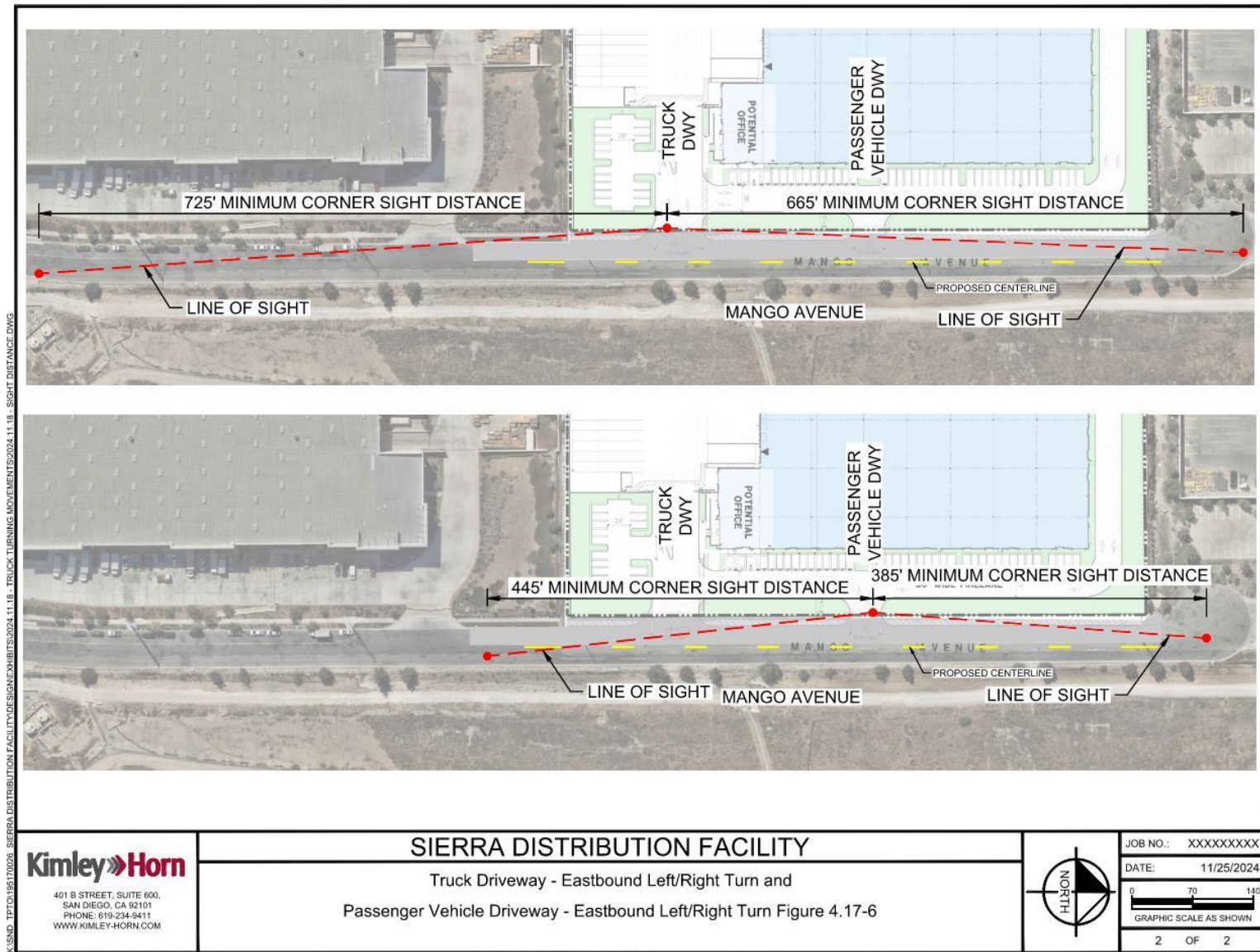
The Project would not increase roadway hazards or degrade safety conditions.

² *A Policy on Geometric Design of Highway and Street, 7th Edition*, American Association of State Highway and Transportation Officials (AAHSTO), 2018.

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Section 4.20: Wildfire

Page 4.20-1, Introduction

This section evaluates potential wildfire hazard impacts that may result from the implementation of the proposed Sierra Distribution Facility (Project). This section identifies existing wildfire hazard conditions of the Project and surrounding areas; considers applicable federal, state, and local goals and policies; identifies and analyzes environmental impacts; and recommends measures to minimize or avoid potential adverse impacts as a result of Project implementation.

Information presented in this wildfire hazards impact analysis is derived largely from the following:

- City of Fontana. 2018. Fontana Forward General Plan Update 2015-2035.
- City of Fontana. 2017. City of Fontana Local Hazard Mitigation Plan (LHMP).
- City of Fontana Municipal Code (MC).
- FireWise2000 LLC. 2024. Fire Protection Plan, Sierra Distribution Facility Project, Fontana, CA (Appendix L).

Pages 4.20-12 through 4.20-14, Section 4.20.5, Impacts and Mitigation Measures

Impact 4.20-2 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 wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Level of Significance: Less Than Significant

Construction and Operations

According to CAL FIRE's Very High Fire Hazard Severity Zones (VHFHSZ) exhibit, the Project resides in a Non-VHFHSZ and is not identified as a State Responsibility Area (SRA). However, according to the Fire Prevention Plan (Appendix L) (FPP) prepared for the Project, the Project site is located within a Local Responsibility Area (LRA) and the area just northwest of the Project site is classified as a Very High FHSZ. according to the City's Local Hazard Mitigation Plan, the Project site is identified within a High FHSZ within an LRA. The City identifies factors contributing to the high, widespread wildfire risk in the City; these include narrow and often one-lane and/or dead-end roads complicating evacuation and emergency response, nature and frequency of ignitions and increasing population density leading to more ignitions; slope of the foothills; and residential development along the foothills. As discussed in Section 2 of the FPP (Appendix L), topography influences fire risk by affecting fire spread rates. Typically, steep terrain results in faster fire spread upslope and slower fire spread down-slope in the absence of wind. Flat terrain tends to have little effect on fire spread, resulting in fires that are driven by wind. Conversely, flat terrain tends to have little effect on fire spread, resulting in fires that are driven by vegetation and/or wind.

The Project site generally slopes downward to the south at a gradient of three percent. The elevation at the Project site ranges from 1,630 feet amsl in the northern region of the site to 1,612 feet amsl in the southern region. Annual mean precipitation ranges from 13 to 29 inches across the surface of the subbasin and averages about 17 inches and the depth to groundwater is reported approximately 150-250 feet bgs with a flow direction towards south.

The climate within the Project site would be characterized as Mediterranean. There are generally mild and wet (14 to 16 inches of precipitation per year) winters, the bulk of the annual precipitation falling between January and March. Long, hot, and very dry summer seasons frequently occur with occasional multi-year droughts. Fires can be a significant issue during summer and fall, before the rainy period, especially during dry Santa Ana wind events. The seasonal Santa Ana winds can be particularly strong in the Project area as warm and dry air is channeled through the north from the dry desert land and can occur anytime of the year; however, they generally occur in the late fall (September through November). This is also when non-irrigated vegetation is at its lowest moisture content. Santa Ana winds may gust up to 70 miles per hour (mph). This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation as well as accelerating oxygen supply, and thereby, making possible the burning of fuels that otherwise might not burn under cooler, moister conditions. The undeveloped land in proximity to the Project site can contribute to a damaging wildland fire event. Any wind or topography driven wildfire burning under a northeastern (Santa Ana) wind pattern through areas to the north would create a wildland fire hazard to the Project. However, wildland fires starting west of the Project site, on a typical fire day with a southwest wind will likely burn up to the fuel treatment areas and be controlled.³ The Project site is not located in areas with steep slopes that can accelerate the spread of wildfire and it is listed as a non-VHFHSZ site, so wildfire risk is minimal. The site and surrounding areas contain little to no vegetation and do not contain tall or even a substantial number of tall trees that would experience a crown fire. Due to the existing urbanized setting of the Project, wildfire risk is minimal due to lack of fuel.

The Fuel Modification Zone (FMZ) on the Project site will consist of irrigated and maintained landscapes. This maintenance results in reduced fire ignition, spread rates, and intensity. Wildland fire behavior calculations have been projected for the hazardous vegetative fuels on the undeveloped areas in proximity to the site. These projections are based on fire scenarios that are considered ‘worst case.’ Local environmental assumptions in the vicinity of the Project area were used in the model process. The FMZ treated areas on the Project site experienced significant reduction in flame length and fireline intensity.

In summary, wildfires may occur in wildland areas that surround the Project site, but would not be meaningfully increased in frequency, duration, or size with the construction of the Project. The Project’s on-site fire potential would be reduced due to conversion of wildland fuels to buildings, parking areas, managed landscapes, FMZ, improved accessibility for fire personnel, and structures built to the latest ignition and ember-resistant fire codes. Additionally, the Project would comply with applicable City policies mitigating or minimizing wildfire hazard risks. Therefore, due to the presence of surrounding development, presence of area roadways, lack of steep slopes, and concrete construction of the Project, it is not likely to be affected by a wildfire during construction or operations. Lastly, the warehouse structure would be predominantly concrete which is not typically susceptible to fire. As a result, impacts would be less than significant.

Mitigation Measures

No mitigation is necessary.

³ Firewise2000 LLC. 2024. Fire Protection Plan. Page 13. (Appendix L).

Impact 4.20-3 *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?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction and Operations

According to CAL FIRE's Very High Fire Hazard Severity Zones exhibit, the Project resides in a Non-VHFHSZ Zone and is not identified as an SRA. However, according to the City's Local Hazard Mitigation Plan, the Project site is identified within a High FHSZ within an LRA. The Project includes construction of an approximately 398,514-square foot warehouse facility, located at the northeast corner of Sierra Avenue and Clubhouse Drive within the City, and is bounded to the north and south by existing commercial/ industrial buildings, to the west by Sierra Avenue, and to the east by Mango Avenue. The Project does not include any interior roadways, fuel breaks, emergency water sources, or above ground power or utility lines that would exacerbate a fire hazard with their installation or in their operations. The improvements of Mango Avenue similarly would not exacerbate fire hazard as the roadway improvement would increase accessibility to the Project site. Vegetation management requirements shall be implemented at Project commencement and throughout the construction phase. Vegetation management shall be performed pursuant to the FPP prior to the start of work and prior to any import of combustible construction materials. Landscape plantings will not utilize prohibited plants that have been found to be highly flammable. Overall, the combination of adherence to relevant fire/building codes and implementation of **MM FIRE-1** would result in a less than significant impact with mitigation incorporated.

Mitigation Measures

MM FIRE-1 Fire Safety Requirements. The Project shall be required to comply with all Fire Safety Requirements as identified in Section 5 of the Fire Protection Plan prepared for the Project (**Appendix L**). Conformance with these requirements shall be verified by the San Bernardino County Fire Department during design review prior to the issuance of building and grading permits.

~~No mitigation is necessary.~~

Impact 4.20-4 *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 downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

Level of Significance: Less Than Significant with Mitigation Incorporated

Construction and Operations

According to CAL FIRE's Very High Fire Hazard Severity Zones exhibit, the Project resides in a Non-VHFHSZ Zone and is not identified as an SRA. However, according to the City's Local Hazard Mitigation Plan, the Project site is identified within a High FHSZ within an LRA. As discussed above, the Project does not contain steep slopes and is flat. Slopes can be an important factor relative to wildfire because steeper slopes can

facilitate more rapid-fire spread. No flooding risk would occur should a wildfire occur in the Project vicinity. No evidence of on-site landslides or debris flow was observed during field investigations or documented on the California Geologic Survey Landslide inventory. There is no risk of land sliding and rockfall for the Project site and surrounding locations, as these areas do not have steep slopes or contain loose rock or debris. According to the City of Fontana Flood Insurance Rate Map, published by FEMA, Community Panel Number 06071C7920H, dated August 27, 2008, the Project site is located in Zone X, an area of minimal flood hazard. The potential for flooding on the Project site, therefore, is considered low.

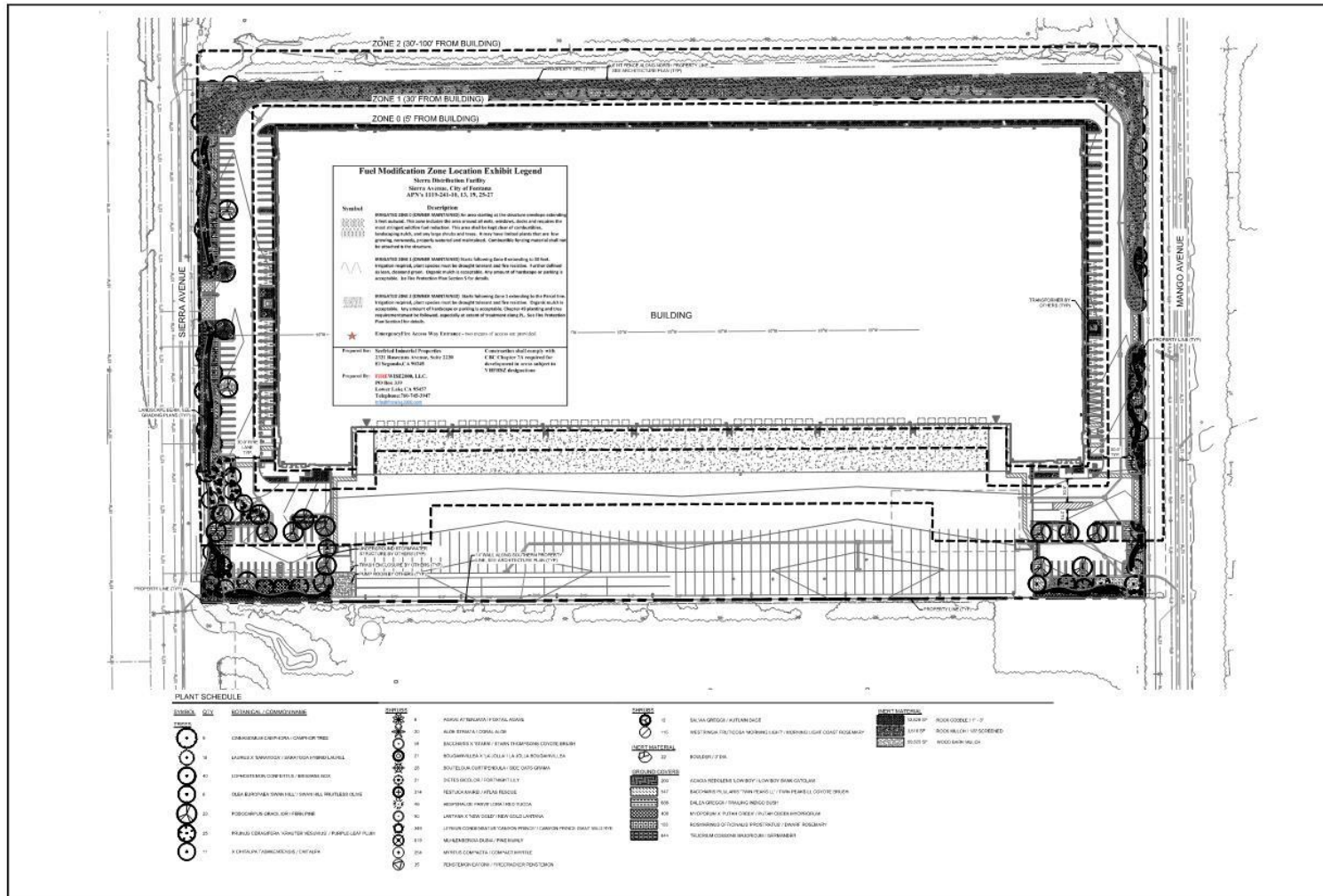
As noted above, the Fontana MC has a fire hazard overlay district provision for areas designated on the Fontana GP land use map. Projects within the overlay district must prepare a fuel modification zone plan for each new tentative tract map, parcel map, or design review application. Therefore, in conformance with the Fontana MC, a fuel modification zone plan has been prepared for the Project. The fuel modification zone plan for the Project establishes fuel zones in conformance with Section 30-658 of the Fontana MC that includes permanent fuel modification zones, access requirements and protection measures. The Project's fuel modification zone plan protects the site from wildfire exposure and reduces exposure to the City of Fontana residents, people, and structures from wildfires. **Refer to Figure 3-7: Conceptual Landscape Plan and Fuel Modification Zone Plan.** ~~The final fuel modification zone plan would be reviewed and approved by the Fire Marshal in advance of going to the Planning Commission. A Fire Protection Plan (FPP) would also be prepared in advance of going to the Planning Commission, consistent with Chapter 49 or the California Fire Code. The FPP must be approved by the Fire Marshal in advance of going to the Planning Commission. The Project would adhere to the requirements of the FPP.~~

Additionally, the Project would include the installation of an integrated, on-site system consisting of measures designed to capture and control stormwater. These measures may include, but would not necessarily be limited to, underground storm drainpipes, catch basins, underground infiltration basins, and other structural best management practices to capture on-site stormwater runoff, and temporarily capture and hold stormwater before conveying the runoff offsite. In addition, the Project includes BMPs and low impact development to minimize run-off and maximize infiltration. These structures are designed to accommodate both existing drainage flows and potential drainage flow increases that would result from Project implementation. The Project also would not introduce new slopes that would exacerbate existing hazards of wildfire.

Lastly, the Project would implement MM FIRE-1 which would require the Project to comply with all Fire Safety Requirements as identified in Section 5 of the FPP prepared for the Project. Therefore, due to the existing topography and low slopes both on the Project site and surrounding areas as well as proposed drainage improvements, impervious areas and landscaping incorporated into Project design, the Project would not substantially exacerbate risks with slope instability due to landslides or flooding if a wildfire should occur in these areas.

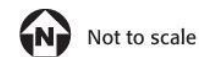
Mitigation Measures

See MM FIRE-1 above. ~~No mitigation is necessary.~~



Source: HPA Architecture, 2025.

FIGURE 3-7: Conceptual Landscape Plan and Fuel Modification Zone Plan
Sierra Distribution Facility Project, City of Fontana



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PLANT SCHEDULE						FUEL MODIFICATION PLAN NOTES																																																																																																																																																																																																																	
SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL	WUCOLS																																																																																																																																																																																																																	
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	9	CINNAMOMUM CAMPHORA / CAMPHOR TREE	30" BOX	-	-	MODERATE	NOTE 1 THE ENTIRE PROPERTY IS WITHIN A VERY HIGH FIRE HAZARD SEVERITY ZONE (VHFSZ), (LRA) CITY OF FONTANA, COUNTY OF SAN BERNARDINO. NOTE 2 2022 FIRE CODE CHAPTER 48, ADDITIONS TO LANDSCAPE PLANS FOR PLANT SPECIES, SPACING ETC. NOTE 3 AN AREA WITHIN THE STRUCTURE ENVELOPE EXTENDING 5 FEET OUTWARD. THIS ZONE INCLUDES THE AREA UNDER AND AROUND ALL ATTACHED DECKS, AND REQUIRES THE MOST STRINGENT WILD FIRE FUEL PRODUCTION. THIS AREA SHALL BE KEPT CLEAR. ZONE 3 HAS NOT BEEN FULLY DEFINED BY THE BOARD OF FORESTRY AND SHOULD NOT CONTAIN VEGETATION UNLESS FURTHER GUIDANCE IS PROVIDED. SEC 806.3 EXHIBIT LANDSCAPE PLANS SHALL CONTAIN THE FOLLOWING: 1. DELINEATION OF THE 100-FOOT (30.5 M) FUEL MANAGEMENT ZONES FROM ALL STRUCTURES. 2. IDENTIFICATION OF EXISTING VEGETATION TO REMAIN IF ANY AND PROPOSED NEW VEGETATION. 3. IDENTIFICATION OF IRRIGATED AREAS. 4. A PLANT LEGEND WITH BOTH BOTANICAL AND COMMON NAMES, AND IDENTIFICATION OF ALL PLANT MATERIAL SYMBOLS. 5. IDENTIFICATION OF GROUND COVERINGS WITHIN THE 30-FOOT (9.14 M) ZONE. SEC 806.4 VEGETATION ALL NEW VEGETATION SHALL BE FIRE-RESISTANT VEGETATION IN ACCORDANCE WITH THIS SECTION. EXISTING TREES CLASSIFIED AS NON-FIRE-RESISTANT VEGETATION COMPLYING WITH SECTION 806.4.2.1, TO BE CONSIDERED FIRE-RESISTANT VEGETATION, IT MUST MEET AT LEAST ONE OF THE FOLLOWING: 1. BE IDENTIFIED AS FIRE-RESISTANT VEGETATION IN AN APPROVED BOOK, JOURNAL OR LISTING FROM AN APPROVED ORGANIZATION. 2. BE IDENTIFIED AS FIRE-RESISTANT VEGETATION BY A LICENSED LANDSCAPE ARCHITECT WITH SUPPORTING JUSTIFICATION. 3. PLANTS CONSIDERED FIRE-RESISTANT VEGETATION AND APPROVED BY THE LOCAL ENFORCING AGENCY. ZONE 1: 0 TO 30 FEET FROM THE STRUCTURE SEC 806.4 SHRUBS ALL NEW PLANTINGS OF SHRUBS SHALL COMPLY WITH THE FOLLOWING: 1. SHRUBS SHALL NOT EXCEED 8 FEET (2.44 M) IN HEIGHT. 2. GROUPINGS OF SHRUBS ARE LIMITED TO A MAXIMUM AGGREGATE DIAMETER OF 10 FEET (3.05 M). 3. SHRUB GROUPINGS SHALL BE SEPARATED FROM OTHER GROUPINGS A MINIMUM OF 10 FEET (3.05 M). 4. SHRUB GROUPINGS SHALL BE SEPARATED FROM STRUCTURES A MINIMUM OF 30 FEET (9.14 M). 5. WHERE SHRUBS ARE LOCATED BELOW OR WITHIN A TREE'S DROP LINE, THE LOWEST TREE BRANCH SHALL BE A MINIMUM OF THREE TIMES THE HEIGHT OF THE UNDERSTORY SHRUBS OR 10 FEET (3.05 M), WHICHEVER IS GREATER. SEC 806.4 TREES TREES SHALL BE MANAGED AS FOLLOWS WITHIN THE ZONE 1, 0 TO 30-FOOT AREA OF A STRUCTURE: 1. NEW TREES SHALL BE PLANTED AND MAINTAINED SO THAT THE TREE'S DROP LINE AT MATURITY IS A MINIMUM OF 10 FEET (3.05 M) FROM ANY COMBUSTIBLE STRUCTURE. 2. THE HORIZONTAL DISTANCE BETWEEN CROWNS OF NEW TREES AND CROWNS OF ADJACENT TREES SHALL NOT BE LESS THAN 10 FEET (3.05 M). 3. EXISTING TREES SHALL BE THINNED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET (3.05 M) AWAY FROM CHIMNEY AND STOVING OUTLETS FOR TITLE 14, SECTION 139413. SEC 806.4.2 NON-FIRE-RESISTANT VEGETATION NEW TREES NOT CLASSIFIED AS FIRE-RESISTANT VEGETATION, SUCH AS CONIFERS, PALMS, PEPPER TREES AND EUCALYPTUS SPECIES, SHALL BE PERMITTED PROVIDED THE TREE IS PLANTED AND MAINTAINED SO THAT THE TREE'S DROP LINE AT MATURITY IS A MINIMUM 30 FEET (9.14 M) FROM ANY COMBUSTIBLE STRUCTURE. ZONE 2: 30 TO 100 FEET IS A REDUCED FUEL ZONE AND IS DESIGNED TO REDUCE THE POTENTIAL BEHAVIOR OF AN ONCOMING FIRE BY REDUCING THE FLAME HEIGHTS, AND THE POTENTIAL FOR EMBER GENERATION AND RADIANT HEAT EXPOSURE TO THE STRUCTURE.																																																																																																																																																																																																																
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	22	BOULDER / 3' DIA	ROCK	-	-	-																																																																																																																																																																																																																	
	347	ADACIA REDOLENS / LOW BOY / LOW BOY BARK CATCLAW	5 GAL	5' O.C.	-	LOW																																																																																																																																																																																																																	
	1	BACCHARIS PINNATIFIDA / THORN PEAKS / THORN PEAKS LL COYOTE BRUSH	1 GAL	4' O.C.	-	LOW																																																																																																																																																																																																																	
	886	DALEA OREGANA / TRAILING INDOGO BUSH	1 GAL	3' O.C.	-	LOW																																																																																																																																																																																																																	
	406	MYOPORUM X PUTAN / PUTAN / PUTAN CREEK MYOPORUM	5 GAL	4' O.C.	-	LOW	INERT MATERIAL <tr> <td></td><td>153</td><td>ROSMARINUS OFFICINALIS / PROSTRATUS / DWARF ROSEMARY</td><td>5 GAL</td><td>4' O.C.</td><td>-</td><td>LOW</td></tr> <tr> <td></td><td>844</td><td>TEUCRUM COSSONII / MAJORUM / GERMANDER</td><td>5 GAL</td><td>3' O.C.</td><td>-</td><td>LOW</td></tr> <tr> <td></td><td>12,408 SF</td><td>ROCK COBBLE / 1" - 3"</td><td>ROCK</td><td>-</td><td>-</td><td>-</td></tr> <tr> <td></td><td>3,516 SF</td><td>ROCK MULCH / 1/2" SCREENED</td><td>ROCK</td><td>-</td><td>-</td><td>-</td></tr> <tr> <td></td><td>18,525 SF</td><td>WOOD BARK MULCH</td><td>MULCH</td><td>-</td><td>-</td><td>-</td><td rowspan="5"> LANDSCAPE NOTE: THE SELECTION OF PLANT MATERIAL IS BASED ON CLIMATIC, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. DECOMPOSED GRANITE SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF FONTANA MUNICIPAL CODE. IRRIGATION NOTE: AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY SIZED AND REGULATED FOR THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF FONTANA MUNICIPAL CODE. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AS-181 AND APPLIED THEREOF THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.  COREY R. CAMERON, LIA 625 </td></tr> <tr> <td></td><td>23</td><td>PODOCARPUS GRACILIOR / FERN PINE</td><td>20" BOX</td><td>-</td><td>-</td><td>MODERATE</td></tr> <tr> <td></td><td>25</td><td>PRUNUS CERASIFERA / NINETEEN VERNALIS / PURPLE-LEAF PLUM</td><td>20" BOX</td><td>-</td><td>-</td><td>LOW</td></tr> <tr> <td></td><td>11</td><td>XANTHOXYLUM / CHITLAPEX / CHITLAPEX</td><td>20" BOX</td><td>-</td><td>-</td><td>LOW</td></tr> <tr> <td></td><td>6</td><td>AGAVE ATTENUATA / FOXTAIL AGAVE</td><td>5 GAL</td><td>4' O.C.</td><td>-</td><td>LOW</td></tr>		153	ROSMARINUS OFFICINALIS / PROSTRATUS / DWARF ROSEMARY	5 GAL	4' O.C.	-	LOW		844	TEUCRUM COSSONII / MAJORUM / GERMANDER	5 GAL	3' O.C.	-	LOW		12,408 SF	ROCK COBBLE / 1" - 3"	ROCK	-	-	-		3,516 SF	ROCK MULCH / 1/2" SCREENED	ROCK	-	-	-		18,525 SF	WOOD BARK MULCH	MULCH	-	-	-	LANDSCAPE NOTE: THE SELECTION OF PLANT MATERIAL IS BASED ON CLIMATIC, AESTHETIC, AND MAINTENANCE CONSIDERATIONS. ALL PLANTING AREAS SHALL BE PREPARED WITH APPROPRIATE SOIL AMENDMENTS, FERTILIZERS AND APPROPRIATE SUPPLEMENTS BASED UPON A SOILS REPORT FROM AN AGRICULTURAL SUITABILITY SOIL SAMPLE TAKEN FROM THE SITE. DECOMPOSED GRANITE SHALL FILL IN BETWEEN SHRUBS TO SHIELD THE SOIL FROM THE SUN, EVAPOTRANSPIRATION, AND RUN-OFF. ALL SHRUB BEDS SHALL BE MULCHED TO A 3" DEPTH TO HELP CONSERVE WATER, LOWER SOIL TEMPERATURE, AND REDUCE WEED GROWTH. THE SHRUBS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORMS. ALL LANDSCAPE IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF FONTANA MUNICIPAL CODE. IRRIGATION NOTE: AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED TO PROVIDE 100% COVERAGE FOR ALL PLANTING AREAS SHOWN ON THE PLAN. THE WATER SUPPLY FOR THIS SITE IS A POTABLE WATER CONNECTION AND A DEDICATED IRRIGATION METER WILL BE PROVIDED. LOW VOLUME EQUIPMENT SHALL PROVIDE SUFFICIENT WATER FOR PLANT GROWTH WITH NO WATER LOSS DUE TO WATER CONTROLLERS, AND OTHER NECESSARY IRRIGATION EQUIPMENT. ALL POINT SOURCE SYSTEM SHALL BE ADEQUATELY SIZED AND REGULATED FOR THE MANUFACTURER'S RECOMMENDED DESIGN PARAMETERS. ALL IRRIGATION IMPROVEMENTS SHALL FOLLOW THE GUIDELINES SET FORTH BY THE CITY OF FONTANA MUNICIPAL CODE. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AS-181 AND APPLIED THEREOF THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.  COREY R. CAMERON, LIA 625		23	PODOCARPUS GRACILIOR / FERN PINE	20" BOX	-	-	MODERATE		25	PRUNUS CERASIFERA / NINETEEN VERNALIS / PURPLE-LEAF PLUM	20" BOX	-	-	LOW		11	XANTHOXYLUM / CHITLAPEX / CHITLAPEX	20" BOX	-	-	LOW		6	AGAVE ATTENUATA / FOXTAIL AGAVE	5 GAL	4' O.C.	-	LOW																																																																																																																																																
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Source: HPA Architecture, 2025.

FIGURE 3-7: Conceptual Landscape Plan and Fuel Modification Zone Plan
Sierra Distribution Facility Project, City of Fontana

Kimley»Horn

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