

CITY OF RANCHO CUCAMONGA

# El Camino Project

## Draft Environmental Impact Report

Lead Agency:

City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive | Rancho Cucamonga, CA 91730

Consultant to the City:

MIG, Inc.
1650 Spruce Street, #106 | Riverside, CA 92507
(951) 787-9222 | www.migcom.com

PUBLIC REVIEW DRAFT
**April 25, 2025**

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# City of Rancho Cucamonga
# El Camino Project
# Draft Environmental Impact Report
# (State Clearinghouse # 2023080369)

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# 1.0 – Introduction

## *1.1 CEQA and the Purpose of an EIR*

The City of Rancho Cucamonga (City or Lead Agency) has prepared an Environmental Impact Report (EIR) for the proposed El Camino Project ("proposed Project or "the Project"). The adoption and implementation of the Project is discretionary and defined as a "project" and is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.). Accordingly, the City has prepared this environmental impact report (EIR) to assess the short term, long term and cumulative environmental consequences that could result from adoption and implementation of the proposed Project. This report has been prepared in accordance with the CEQA Statutes and Guidelines and with the City's local rules and procedures for implementing CEQA. It was prepared by professional planning consultants under contract to the City. The City is the Lead Agency for the preparation of this EIR (State Clearinghouse No. 2023080369), as defined by CEQA (Public Resources Code, Section 21067, as amended), because it has primary discretionary authority with respect to the adoption and implementation of the proposed General Plan. The content of this document reflects the independent judgment of the City.

The body of state law collectively known as "CEQA" was originally enacted in 1970 and has been amended since. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

Per Public Resources Code, Section 21001, the Legislature finds and declares as follows:

(a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.

(b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.

(c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.

(d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.

(e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

(g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is

given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.

b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.

c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.

d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.

e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.

f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.

g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

## *1.2 Purpose and Scope*

### Organization of the Draft Project EIR

The Draft EIR (DEIR or Draft EIR) contains the primary analysis of potential environmental impacts of the proposed Project discussed in the following seven sections described below:

| | |
|---|---|
| Section 1.0 | Introduction. A brief summary of the goals of CEQA and the EIR, scoping and public review, and citations used in the EIR. |
| Section 2.0 | Executive Summary: A brief discussion of the Project and summary of Project impacts, mitigation measures and alternatives. |
| Section 3.0 | Project Description: Provides detailed description of the proposed Project and the Environmental Setting/Existing Conditions and Project objectives. |
| Section 4.0 | Environmental Impact Analysis: Evaluates Project impacts (direct, indirect, and cumulative) and identifies mitigation measures designed to reduce significant impacts, where applicable. This Section includes 20 sections, each addressing different topical areas (Air Quality, Noise, etc.) |
| Section 5.0 | Alternatives: Provides an analysis of the different alternatives to the proposed Project and identification of the "Environmentally Superior Alternative". |
| Section 6.0 | Mandated CEQA Sections: Provides an analysis of growth-inducing impacts, significant unavoidable environmental impacts, and irreversible environmental change. |
| Section 7.0 | Preparation Team: Lists the preparers of the document. |
| Section 8.0 | References: Lists all the documents, websites, and other materials used to prepare the EIR analysis. |

The EIR Appendices include:

- Appendix A: Notice of Preparation (NOP) and Comment Letters
- Appendix B: Native American Consultation Documentation
- Appendix C: Air Quality, Greenhouse Gas Emissions, and Energy Data
- Appendix D: Biological Resources
- Appendix E: Cultural and Paleontological Resources
- Appendix F: Geotechnical Report
- Appendix G: Phase I Environmental Site Assessment
- Appendix H: Hydrology Study
- Appendix I: Water Quality Management Plan
- Appendix J: Noise and Vibration Study
- Appendix K: Traffic Studies
- Appendix L: Water Supply Assessment and Well Data
- Appendix M: Project Plans
- Appendix N: City COAs
- Appendix O: Alternatives Information

In compliance with Public Resources Code Section 21081.6, a mitigation monitoring reporting program (MMRP) will be prepared as a separately bound document that will be adopted in conjunction with the certification of the Final EIR. The MMRP, responses to public comments on the Draft EIR, and any revisions to the Draft EIR will be identified in the Final EIR.

### Approach to EIR Analysis

The approach to the analysis presented in this EIR is at a project level because specific development information is available regarding the proposed Project. Each environmental issue is analyzed at a similar project level, starting with a discussion of the existing environmental setting, including physical conditions of the site and surrounding area, pertinent City General Plan goals, and policies and City Municipal Code requirements. Thresholds of significance are then defined and are used to measure the proposed Project's potential impact to the environment. Thresholds of significance are based on a broad list of questions and impact topics set forth in Appendix G of the State CEQA Guidelines and the typical CEQA thresholds used by the City.

The impact analysis provided for each the 20 topical areas examines the specific short- and long-term environmental effects resulting from implementation of the proposed industrial development Project, including compliance with applicable General Plan goals and policies and City Municipal Code requirements. The assessment of impacts focuses on how the impact in question could occur and whether aspects of the proposed Project would reduce or ameliorate such impacts. The presence of sensitive environmental resources, hazards onsite or in the immediate area, and the broad implications of the General Plan relative to the proposed Project are considered in the determination of impact significance. If the analysis indicates that a significant impact could occur, then mitigation measures are specified.

## *1.3 Scoping and Public Review*

### Notice of Preparation/Scoping Meeting

To define the scope of the investigation of the DEIR, the City of Rancho Cucamonga distributed a Notice of Preparation (NOP) to local, county, state, and federal agencies along with interested private organizations and individuals. The NOP and scoping meeting notice was first delivered to the State Clearinghouse, local agencies, and the public on August 17, 2023. However, it was subsequently cancelled to address a scheduling conflict regarding the Scoping Meeting. A revised NOP was prepared and issued on September 14, 2023 for the CEQA-required 30-day review period which began on September 14, 2023 and ended on October 13, 2023.

The purpose of the NOP is to provide agencies and private entities an opportunity to identify concerns regarding potential impacts of the proposed Project, recommend items to be analyzed in the DEIR, and to provide suggestions concerning ways to avoid significant impacts (Section 15082, CEQA Guidelines). The written comments received on the NOP during both of the 30-day public review periods are summarized in Table 1.1, Summary of Comments on the NOP. The NOP information is included in Appendix A, along with copies of written comments received during the two 30-day public review periods for the NOP and the NOP distribution list.

On September 28, 2023, the City conducted a Scoping Meeting on the proposed Project, the NOP, and the EIR process. but there were no attendees at the scoping meeting.

**Table 1-1**
**Summary of Comments on the NOP**

| Commenting Agency/Person(Date) | Brief Summary of Comments | Section(s) Where Addressed |
|---|---|---|
| California Department of Justice, Rob Bonta, Attorney General (8-24-23) | Expressed concern regarding air pollutant emissions from warehouse-related projects and encouraged the project to incorporate "Best Practices and Mitigation Measures for Warehouse Projects" as appropriate (see Appendix A). | 4.3, Air Quality,<br>4.6, Energy,<br>4.8, Greenhouse Gas Emissions,<br>4.13, Noise<br>4.17, Transportation. |
| California Native American Heritage Commission (NAHC)(8-16-23 and 9-13-23 in response to 2nd notice) | Described the role of NAHC in the CEQA process and summarized the requirements and procedures of SB 18 and AB 52 relative to consultation with Native American tribes (see Appendix B). | 4.4, Cultural Resources,<br>4.18, Tribal Cultural Resources |
| Lozeau Drury rep. Supporters Alliance for Environmental Responsibility (SAFER) (8-25-23) | Requested to be sent all notices regarding this project (no comments on NOP). | Not Applicable |
| Mitchell Tsai, Esq. representing Southwest Mountain States Regional Council of Carpenters (SWMSRCC) (8-22-23) | Requested to be sent all notices regarding this project (no comments on NOP). | Not Applicable |
| South Coast Air Quality Management District (SCAQMD)(10-14-23 and 10-16-24) | Provided detailed suggestions on the content and methodology recommended for the air quality study that the SCAQMD recommended be included in the EIR, including a long list of mitigation measures. | 4.3, Air Quality<br>4.8 Greenhouse Gas Emissions |
| Californians Allied for a Responsible Economy (CARE CA)(10-16-24) | Mainly concerned about warehouse portion of project in terms of traffic, air quality, public health, and greenhouse gas emissions. | 4.3 Air Quality<br>4.8 Greenhouse Gas Emissions<br>4.17 Transportation |

Source: CEQAnet website and City records, 2023 during both NOP review periods

### Public Review of Draft EIR

Comments from all agencies and individuals are invited regarding the information contained in the Draft EIR. Such comments should explain any perceived deficiencies in the assessment of impacts or provide the information that is purportedly lacking in the Draft EIR or indicate where the information may be found.

All comments on the Draft EIR are to be submitted to:

**Sean McPherson, Principal Planner**
Rancho Cucamonga Planning Department
10500 Civic Center Drive | Rancho Cucamonga, CA 91730
Sean.McPherson@cityofrc.us (909) 774-4307

Following the 45-day period of circulation and public review of the Draft EIR, all comments and the City's responses to the comments will be incorporated into a Final EIR prior to certification of the document by the City of Rancho Cucamonga.

**Availability of EIR Materials**

All materials related to the preparation of this EIR, including information incorporated by reference, are available for public review. The Notice of Preparation and the Draft EIR are posted on the City's website:

https://www.dropbox.com/scl/fo/ezgw6i02xipw2atbx5iv8/AEd9DB51IJZvnP3RkgI0-u8/El%20Camino?dl=0&rlkey=is2wz9w5mgwjiezsbt50d6c1e&subfolder_nav_tracking=1

To request an appointment to review these materials, please contact Sean McPherson (see contact information above).

## *1.4 Citations/References*

Preparation of this DEIR relies on information from many sources, including the appendices materials previously listed and numerous other references. Pursuant to Section 15148 of the State CEQA Guidelines, citations from the appendix materials and other sources are provided throughout the EIR. Citations are shown as "endnotes" (e.g., general plan[1]) and numbered sequentially through each individual section of the document (e.g., Sections 1-3, 4.1 – 4.20, 5-7. References cited in each individual section will also be compiled in Section 8.0 at the end of this DEIR along with a comprehensive list of acronyms and their meanings.

## *1.5 Regional Significance*

Per CEQA State Guidelines Section 15206, the proposed Project meets the definition of "projects of statewide, regional, or areawide significance" because it is a "proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or encompassing more than 650,000 square feet of floor area." Therefore, this EIR will meet the requirements of CEQA State Guidelines Section 15206 such as circulating the EIR to a wider audience of agencies.

# 2 – Executive Summary

This section provides a summary description of the El Camino Project proposed in the City of Rancho Cucamonga ("Project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the Project, and a summary of feasible alternatives to the Project, including identification of the environmentally superior alternative.

## A. Project Location

The 30.1-acre Project site is located in the southern area of the City of Rancho Cucamonga in southwestern San Bernardino County. The Project site is bounded on all sides by public roadways: 7th Street to the north, Utica Avenue to the east, 6th Street to the south, and Haven Avenue to the west. The Project is located approximately 1.8 miles west of the I-15 Freeway and approximately 1.2 miles north of the I-10 Freeway. The Project site is comprised of eight contiguous Assessor Parcels (APNs 209-411-02, -03, -04, 23, -24, -32, and -35).

## B. Project Description

A private company, Lone Oak – Rancho LLC, is proposing to expand an existing beverage distribution facility. Existing development currently occupies the southern and northern portions of the site (approx. 17.9 acres) while the central portion (a former vineyard) occupies 12.2 acres of the site. The southern portion is developed with a beverage distribution facility and two office buildings. The northern portion of the site contains an existing 62,210-square foot warehouse on approximately 3 acres. The Project applicant is proposing to demolish up to 237,895 square feet of existing buildings and construct up to 1,054,541 square feet of new manufacturing, light industrial, and office uses on the Project site. Building heights will range from 34 to 130 feet and the Project will have a solar energy/battery storage system and a cogeneration system to help reduce energy consumption.

The proposed Project includes two different development options. Phase 1 plus Phase 2A results in 783,741 net square feet of building area of non-residential uses (Industrial and Office), not including a new parking structure which does not generate vehicular trips or house employees. In contrast, Phase 1 plus Phase 2B results in 761,616 square feet of building area, or 22,125 less square feet than Phase 1 plus Phase 2A. The difference between the two options is that Phase 2A would reuse the existing 62,210 square-foot warehouse building while Phase 2B would demolish the existing warehouse building and construct a new 40,085 square foot light industrial building.

## E. Environmental Issues

As required by the CEQA Guidelines, this EIR addresses areas of potential environmental impact or controversy known to the Lead Agency (City of Rancho Cucamonga), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR and by other agencies, organizations, and individuals in response to the NOP. The Draft EIR covers all 20 of the CEQA Appendix G checklist topics, listed below.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality

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

## F. Summary of Significant Impacts and Mitigation Measures

For each of the environmental topics listed above, any *"significant"* Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, and Table 2-2, Detailed Description of Mitigation Measures, which follow at the end of this chapter. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this Draft EIR. The chart is arranged in four columns: (1) environmental issue and significance criteria; (2) level of impact without mitigation; (3) summary of mitigation measures; and (4) level of impact with mitigation. Because the table does not list impacts that are less than significant with no mitigation required, the Impact/Mitigation Measure numbering may be out of sequence.

## G. Alternatives to the Proposed Project

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines require an EIR to also "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." In addition to the No Project-No Development Alternative, which is essentially existing conditions on the site at the time the NOP was issued, the following three alternatives were selected for detailed evaluation in comparison to the proposed Project:

**Alternative 1 - Expand Existing Facility.** This alternative would almost double the area of the existing beverage distribution facility to 400,000 square feet for new non-residential uses and provide beverage bottling in addition to and in conjunction with the current distribution facility. It would have no residential units and would allow the existing beverage

warehouse/distribution building to continue operation. This plan would utilize surface parking and the new building would have a maximum height of approximately 35-40 feet. The land not needed for the new building footprint or parking would be landscaped with walkways for employees and possibly public use if such areas were created along the boundaries of the site (i.e., along adjacent roadways). This alternative would also include use/reuse of the existing warehouse on the Phase 2 property. This alternative includes a new CVWD well but not cogeneration.

**Alternative 2 - Reduced Intensity (-30% Project).** This alternative would develop about 540,000 square feet of light industrial (non-residential use, which is approximately 30% less new building area compared to the proposed Project. This plan would have no residential units and require demolition of the existing beverage distribution facility. This plan would eliminate the proposed parking structure and use the remaining non-built area of the site for surface parking. This plan would have landscaping and outdoor use areas for employees consistent with the City General Plan and Development Code requirements. This alternative includes cogeneration and a new CVWD well.

**Alternative 3 - Mixed Use (C/R/O).** This alternative would develop 675,000 square feet of new office and commercial uses on the first two floors of three new four-story buildings on the site (commercial on ground floor and offices on the 2nd floor). This plan would also have 270 residential units on the top two floors of the three new buildings. The remainder of the site would have covered and uncovered surface parking, landscaping, and employee and tenant and public use areas on the remainder of the site (play equipment, pickleball courts, walkways, dog park, etc.). The site would be developed according to the General Plan and Development Code requirements for the site with a small internal street east off of Haven Avenue visually dividing the property which would be consistent with the development code and general plan block network standards and policies. This alternative is consistent with the existing General Plan land use designation (21st Century Employment District) and the existing zoning classification (ME2). While there are other possible variations of land plans that meet the General Plan and zoning designations, this one was selected as a reasonable alternate land plan for evaluation in the EIR.

***Analysis.*** As outlined in Section 5, the No Project-No Development Alternative eliminates the significant impacts of the Project so it is environmentally superior to the Project but does not achieve any of the Project Objectives. Therefore, under CEQA one of the development alternatives must be identified as an environmentally superior alternative as well. Alternative 1 – Expand Existing Facility, reduces potential impacts of the Project to the greatest extent practical although it does not eliminate or reduce either of the significant and unavoidable impacts of the Project (air quality and greenhouse gas emissions) to less than significant levels. Alternative 2 also reduce impacts of the proposed Project but not to the same degree as Alternative 1 and also do not eliminate either of the significant impacts of the Project. Alternative 3 would likely result in significant noise impacts due to its substantial increase in vehicular traffic in addition to the two significant impacts identified for the Project (air pollutant and GHG emissions). Therefore, Alternative 1 – Expand Existing Facility, was determined to be the Environmentally Superior Alternative to the proposed Project.

## H. Areas of Controversy

The proposed building heights are one area of controversy given some of them are substantially taller than existing buildings surrounding the Project site. This issue is addressed in detail in EIR Section 4.1, *Aesthetics*.

The EIR indicates the Project will emit significant levels of oxides of nitrogen (NOx) and volatile organic gas (VOC) air pollutants as well as greenhouse gases (i.e., Project will exceed SCAQMD regional and/or daily thresholds even with recommended mitigation. This is mainly due to the nature and size of the Project. These issues are addressed in detail in EIR Section 4.3, *Air Quality*, and EIR Section 4.8, *Greenhouse Gas Emissions*.

The Project will generate considerable additional vehicular and truck traffic. Although road and intersection congestion is no longer an environmental issue under CEQA, it is considered a community and/or regional issue. However, the degree to which the Project affects regional vehicle miles traveled (VMT) is of concern under CEQA. This issue is addressed in detail in EIR Section 4.17, *Transportation,* and Section 4.8, *Greenhouse Gases*.

The need for a new CVWD water well is of general concern if it increases the dependence or use of local groundwater beyond that currently anticipated by local service agencies. This issue is addressed in detail in EIR Section 4.19, *Utilities and Service Systems*.

## Table 2-1

## Summary of Potentially Significant Impacts and Recommended Mitigation Measures

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| **1. AESTHETICS** | | | |
| **AES-1:** Have a substantial adverse effect on a scenic vista. | Less than Significant | None Required | Less than Significant |
| **AES-2:** Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. | Less than Significant | None Required | Less than Significant |
| **AES-3:** In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality. | Less than Significant | None Required | Less than Significant |
| **AES-4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. | Less than Significant | None Required | Less than Significant |
| **AES-5:** Would the project cause substantial adverse cumulative impacts with respect to aesthetics. | Less than Significant | None Required | Less than Significant |
| **2. AGRICULTURE AND FOREST RESOURCES** | | | |
| **AG-1:** Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural | No Impact | None Required | No Impact |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| use. | | | |
| **AG-2:** Conflict with existing zoning for agricultural use, or a Williamson Act contract. | No Impact | None Required | No Impact |
| **AG-3:** Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). | No Impact | None Required | No Impact |
| **AG-4:** Result in the loss of forest land or conversion of forest land to non-forest use. | No Impact | None Required | No Impact |
| **AG-5:** Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. | No Impact | None Required | No Impact |
| **AG-6:** Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources. | No Impact | None Required | No Impact |
| **3. AIR QUALITY** | | | |
| **AIR-1:** Would the project conflict with or obstruct implementation of the South Coast Air Quality Management District 2022 Air Quality Management Plan. | Regional Construction Emissions = **Potentially Significant for VOC (Phases 1 and 2) and NOx (Phase 1 only)**<br><br>Regional Operational Emissions = **Potentially Significant for NOx emissions (Phase 1 and 2)** | **MM-AIR-2A:** Reduce Construction VOC Emissions<br><br>**MM-AIR-2B:** Reduce Construction NOx and PM Exhaust Emissions<br><br>**MM-AIR-2C:** Reduce Light Duty Vehicle Emissions<br><br>**MM-AIR-2D:** Prepare VMT/TDM Reduction Plan | Less than Significant<br><br>**Significant and Unavoidable for NOx** |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| | Combined Regional Phase 1 Operational and Phase 2B Regional Construction = **Potentially Significant for VOC and NOx** | (SAME AS TRA-1)<br>**MM-AIR-2E:** Reduce Truck Trip Emissions<br>**MM-GHG-1:** (see below)<br>**MM-GHG-2:** (see below)<br>**MM-AIR-2A:** (see above)<br>**MM-AIR-2B:** (see above)<br>**MM-AIR-2C:** (see above)<br>**MM-AIR-2D:** (see above)<br>**MM-AIR-2E:** (see above)<br>**MM-GHG-1:** (see below)<br>**MM-GHG-2:** (see below) | Less than Significant<br>**Significant and Unavoidable for NOx** |
| **AIR-2:** Would the project result in a cumulatively considerable net increase of any criteria air pollutants for which the South Coast Air Basin is designated non-attainment under an applicable federal or state ambient air quality standard. | Regional Construction Emissions = **Potentially Significant for VOC (Phase 1 and Phase 2) and NOx (Phase 1 only)**<br>Regional Operational Emissions = **Significant for NOx** | **MM-AIR-2A:** (see above)<br>**MM-AIR-2B:** (see above)<br>**MM-AIR-2C:** (see above)<br>**MM-AIR-2D:** (see above)<br>**MM-AIR-2E:** (see above)<br>**MM-GHG-1:** (see below)<br>**MM-GHG-2:** (see below) | Less than Significant<br>**Significant and Unavoidable for NOx** |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| | Combined Phase 1 Regional Operational and Phase 2B Regional Construction Emissions = **Potentially Significant for VOC and NOx** | **MM-AIR-2A:** (see above)<br>**MM-AIR-2B:** (see above)<br>**MM-AIR-2C:** (see above)<br>**MM-AIR-2D:** (see above)<br>**MM-AIR-2E:** (see above)<br>**MM-GHG-1:** (see below)<br>**MM-GHG-2:** (see below) | **Significant and Unavoidable for NOx** |
| **AIR-3:** Would the project expose sensitive receptors to substantial pollutant concentrations. | Less than Significant<br>(Localized Construction Emissions, Localized Operational Emissions, CO Hot Spots, Increase in Cancer Risk. Increase in Non-Cancer Risk, and Regional Criteria Air Pollutant Health Risks) | None Required | Less than Significant |
| **AIR-4:** Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. | Less than Significant | None Required | Less than Significant |
| **AIR-5:** Would the project cause substantial adverse cumulative impacts with respect to air quality. | Potentially Significant | **MM-AIR-2A:** (see above)<br>**MM-AIR-2B:** (see above)<br>**MM-AIR-2C:** (see above)<br>**MM-AIR-2D:** (see above)<br>**MM-AIR-2E:** (see above)<br>**MM-GHG-1:** (see below) | **Significant and Unavoidable for NOx** |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| | | **MM-GHG-2:** (see below) | |
| **4. BIOLOGICAL RESOURCES** | | | |
| **BIO-1:** Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. | Potentially Significant | **MM-BIO-1:** Nesting Bird Survey<br>**MM-BIO-2:** Burrowing Owl Survey | Less than Significant |
| **BIO-2:** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service. | No Impact | None Required | Less than Significant |
| **BIO-3:** Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. | No Impact | None Required | Less than Significant |
| **BIO-4:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. | Potentially Significant | **MM-BIO-1:** (see above)<br>**MM-BIO-2:** (see above) | Less than Significant |
| **BIO-5:** Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. | Less than Significant | None Required | Less than Significant |
| **BIO-6:** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, | No Impact | None Required | No Impact |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| regional, or state habitat conservation plan. | | | |
| **BIO-7:** Would the Project cause substantial adverse cumulative impacts with respect to Biological Resources. | Less than Significant | None Required | Less than Significant |
| **5. CULTURAL RESOURCES** | | | |
| **CUL-1:** Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5. | Less than Significant | None Required | Less than Significant |
| **CUL-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5. | Less than Significant | None Required | Less than Significant |
| **CUL-3:** Disturb any human remains, including those interred outside of dedicated cemeteries. | Less than Significant | None Required | Less than Significant |
| **CUL-4:** Would the project cause substantial adverse cumulative impacts with respect to cultural resources. | Less than Significant | None Required | Less than Significant |
| **6. ENERGY RESOURCES** | | | |
| **ENG-1:** Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. | Less than Significant | None Required | Less than Significant |
| **ENG-2:** Conflict with or obstruct a state or local plan for renewable energy or energy efficiency. | No Impact | None Required | No Impact |
| **ENG-3:** Would the Project cause substantial adverse cumulative impacts with respect to energy. | Less than Significant | None Required | Less than Significant |
| **7. GEOLOGY AND SOILS** | | | |
| **GEO-1:** Directly or indirectly cause potential substantial adverse effects, including the risk of | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| loss, injury, or death involving: a) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault- Refer to Division of Mines and Geology Special Publication 42; b) Strong seismic ground shaking; c) Seismic-related ground failure, including liquefaction; or d) Landslides. | | | |
| **GEO-2:** Would the project result in substantial soil erosion or the loss of topsoil. | Less than Significant | None Required | Less than Significant |
| **GEO-3:** Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. | Less than Significant | None Required | Less than Significant |
| **GEO-4:** Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. | Less than Significant | None Required | Less than Significant |
| **GEO-5:** Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. | No Impact | None Required | No Impact |
| **GEO-6:** Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature. | Less than Significant | None Required | Less than Significant |
| **GEO-7:** Would the project cause substantial adverse cumulative impacts with respect to geology and soils. | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| | | | |
| **8. GREENHOUSE GASES** | | | |
| **GHG-1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. | Potentially Significant | **MM-GHG-1:** Reduce Appliance Energy Consumption and GHG Emissions<br>**MM-GHG-2:** Reduce Building Energy Consumption and GHG Emissions | **Significant and Unavoidable** |
| **GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs. | Less than Significant | None Required | Less than Significant |
| **GHG-3:** Cause substantial adverse cumulative impacts with respect to GHGs. | Potentially Significant | **MM-GHG-1:** (see above)<br>**MM-GHG-2:** (see above)<br>**MM-AIR-2C:** (see above)<br>**MM-AIR-2D:** (see above)<br>**MM-AIR-2E:** (see above) | **Significant and Unavoidable** |
| **9. HAZARDS AND HAZARDOUS MATERIALS** | | | |
| **HAZMAT-1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. | Less than Significant | None Required | Less than Significant |
| **HAZMAT-2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. | Potentially Significant | **MM-HAZ-1:** Unanticipated Discovery of Hazardous Materials<br>**MM-HAZ-2:** ACMs and LBP Survey | Less than Significant |
| **HAZMAT-3:** Emit hazardous emissions or handle | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. | | | |
| **HAZMAT-4:** Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. | Less than Significant | None Required | Less than Significant |
| **HAZMAT-5:** For projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area. | Potentially Significant | **MM-HAZ-3:** FAA Lighting Hazards | Less than Significant |
| **HAZMAT-6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. | Less than Significant | None Required | Less than Significant |
| **HAZMAT-7:** Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. | No Impact | None Required | No Impact |
| **HAZMAT-8:** Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials. | Less than Significant | None Required | Less than Significant |
| **10. HYDROLOGY AND WATER QUALITY** | | | |
| **HYD-1:** Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. | Less than Significant | None Required | Less than Significant |
| **HYD-2:** Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| impede sustainable groundwater management of the basin. | | | |
| **HYD-3:** Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (a) result in substantial erosion or siltation on- or off-site; (b) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (c) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; (d) provide substantial additional sources of polluted runoff; or (e) Impede or redirect flood flows. | Less than Significant | None Required | Less than Significant |
| **HYD-4:** Would the project be subject to flood hazard, tsunami, or seiche zones, and risk release of pollutants due to project inundation. | No Impact | None Required | No Impact |
| **HYD-5:** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. | Less than Significant | None Required | Less than Significant |
| **HYD-6:** Would the project cause substantial adverse cumulative impacts with respect to hydrology and water quality. | Less than Significant | None Required | Less than Significant |
| **11. LAND USE AND PLANNING** | | | |
| **LAND-1:** Would the project physically divide an established community. | No Impact | None Required | No Impact |
| **LAND-2:** Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulations adopted for the purpose of avoiding or mitigating an environmental | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| effect. | | | |
| **LAND-3:** Would the project cause substantial adverse cumulative impacts with respect to land use and planning, | Less than Significant | None Required | Less than Significant |
| **12. MINERAL RESOURCES** | | | |
| **MIN-1:** Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. | No Impact | None Required | No Impact |
| **MIN-2:** Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. | No Impact | None Required | No Impact |
| **MIN-3:** Would the project cause substantial adverse cumulative impacts with respect to mineral resources. | No Impact | None Required | No Impact |
| **13. NOISE** | | | |
| **NOISE-1:** Would the project generate a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. | **Potentially Significant** | **MM-NOI-1:** Reduce Noise Construction Levels | Less than Significant with Mitigation |
| **NOISE-2:** Would the project generate a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance. | Increase in onsite noise levels (Phase 1 PC, DC, and ASRS and Phase 2 cogeneration facilities) = **Potentially Significant** | **MM-NOI-2:** Noise Verification Study | Less than Significant with Mitigation |
| | Increase in onsite noise levels (Phase 1 Office and Parking Facilities and Phase 2A/2B 7th Street Warehouse | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| | Facility) = Less than Significant | | |
| | Increase in onsite noise levels (Backup Generator) = **Potentially Significant** | **MM-NOI-2:** (see above) | Less than Significant with Mitigation |
| | Increase in onsite noise levels (CVWD Well Facility) = Less than Significant | None Required | Less than Significant |
| | Increase in offsite traffic noise levels = Less than Significant | None Required | Less than Significant |
| **NOISE-3:** Would the project generate excessive groundborne vibration or noise levels. | Temporary Construction Vibration Levels = Less than Significant | None Required | Less than Significant |
| | Operational Vibration Levels = Less than Significant | None Required | Less than Significant |
| **NOISE-4:** For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels. | Less than Significant | None Required | Less than Significant |
| **NOISE-5:** Would the project cause substantial adverse cumulative impacts with respect to noise or vibration. | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| **14. POPULATION, HOUSING, AND EMPLOYMENT** | | | |
| **POP-1:** Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). | No Impact | None Required | No Impact |
| **POP-2:** Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. | No Impact | None Required | No Impact |
| **POP-3:** Would the Project cause substantial adverse cumulative impacts with respect to population and housing. | No Impact | None Required | No Impact |
| **15. PUBLIC SERVICES** | | | |
| **PS-1:** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services: Fire protection; Police protection; Schools; Parks; and Other public facilities. | Less than Significant | None Required | Less than Significant |
| **PS-2:** Would the Project cause substantial adverse cumulative impacts with respect to public services. | Less than Significant | None Required | Less than Significant |
| **16. RECREATION** | | | |
| **REC-1:** Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| **REC-2:** Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. | Less than Significant | None Required | Less than Significant |
| **REC-3:** Would the Project cause substantial adverse cumulative impacts with respect to Recreation. | Less than Significant | None Required | Less than Significant |
| **17. TRANSPORTATION** | | | |
| **TRANS-1:** Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. | Less than Significant | None Required | Less than Significant |
| **TRANS-2:** Conflict or be inconsistent with CEQA guidelines section 15064.3(b) Vehicle Miles Traveled (VMT). | Potentially Significant | **MM-TRA-1:** VMT Transportation Demand Management Reduction Plan | Less than Significant |
| **TRANS-3:** Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). | Less than Significant | None Required | Less than Significant |
| **TRANS-4:** Result in inadequate emergency access. | Less than Significant | None Required | Less than Significant |
| **TRANS-5:** Would the Project cause substantial adverse cumulative impacts with respect to transportation and traffic. | Potentially Significant | **MM-TRA-1:** (see above) | Less than Significant |
| **18. TRIBAL CULTURAL RESOURCES** | | | |
| **TCR-1:** Could the project result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either | Potentially Significant | **MM-TCR-1:** (see below)<br>**MM-TCR-2:** (see below)<br>**MM-TCR-3:** (see below) | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). | | **MM-TCR-4:** (see below) | |
| **TCR-2:** Could the project result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | Potentially Significant | **MM-TCR-1:** Tribal Coordination\<br>**MM-TCR-2:** Tribal Monitoring<br>**MM-TCR-3:** Document Distribution<br>**MM-TCR-4:** Tribal Human Remains | Less than Significant |
| **TCR-3:** Would the Project cause substantial adverse cumulative impacts with respect to tribal cultural resources. | Less than Significant | None Required | Less than Significant |
| **19. UTILITIES AND SERVICE SYSTEMS** | | | |
| **UTS-1:** Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause | Less than Significant | None Required | Less than Significant |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| significant environmental effects. | | | |
| **UTS-2:** Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. | Less than Significant | None Required | Less than Significant |
| **UTS-3:** Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projected demand in addition to the provider's existing commitments. | Less than Significant | None Required | Less than Significant |
| **UTS-4:** Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. | Less than Significant | None Required | Less than Significant |
| **UTS-5:** Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste. | Less than Significant | None Required | Less than Significant |
| **UTS-6:** Would the project cause substantial adverse cumulative impacts with respect to Utilities and Service Systems. | Less than Significant | None Required | Less than Significant |
| **20. WILDFIRE** | | | |
| **WIL-1:** Substantially impair an adopted emergency response plan or emergency evacuation plan. | No Impact | None Required | No Impact |
| **WIL-2:** Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. | No Impact | None Required | No Impact |
| **WIL-3:** Require the installation or maintenance of associated infrastructure such as roads fuel breaks, | No Impact | None Required | No Impact |

| Environmental Issue - Significance Criteria | Level of Impact without Mitigation[1] | Summary of Mitigation Measures[2] | Level of Impact with Mitigation |
|---|---|---|---|
| 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. | | | |
| **WIL-4:** Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes. | No Impact | None Required | No Impact |
| **WIL-5:** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project cause substantial adverse cumulative impacts with respect to wildfires. | No Impact | None Required | No Impact |

Source: Sections 4.1 through 4.20 in Draft El Camino EIR NOx = oxides of nitrogen VOC = volatile organic compounds

[1] Including regulatory compliance and project design features

[2] See Table 2-2 for detailed description of mitigation measures

## Table 2-2

## Detailed Description of Mitigation Measures

### 1. AESTHETICS

None

### 2. AGRICULTURE AND FOREST RESOURCES

None

### 3. AIR QUALITY

**Mitigation Measure AIR-2A: Reduce Construction VOC Emissions.** To reduce construction-related emissions of volatile organic compounds (VOCs), the City shall require the applicant to implement the following measures during all Phase 1 and Phase 2 construction activities:

1) Use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available.
    a) If feasible given contract, logistical, and other construction factors, avoid painting during peak smog season (July, August, and September) if super compliant coatings are not commercially available.
2) Keep all coating containers closed when not in use to prevent VOC emissions.
3) Keep all paint and solvent laden rags and other materials in sealed containers to prevent VOC emissions.
4) Clean up water-based paints with water only and when possible do not rinse clean-up water down the drain, onto the ground, or into a storm drain.
5) Use SCAQMD compliant Clean Air Solvents to clean paint application equipment.
6) Recycle leftover paint.

**Mitigation Measure AIR-2B: Reduce Construction NOx and PM Exhaust Emissions.** To reduce construction-related exhaust emissions of oxides of nitrogen (NOx) and particulate matter (PM), including diesel particulate matter (DPM), the City shall require the applicant to implement the following measures during all Phase 1 and Phase 2 construction activities:

1) Connect to existing electrical service to power construction trailers and stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service and/or extend electrical service to all work sites, biodiesel (no more than B20 blend), renewable diesel, or propane shall be used to power stationary and portable equipment provided the use of such fuels is allowed pursuant to manufacturer's specifications. The use of stationary or portable diesel-fueled equipment shall be prohibited in the project area unless electrical service is denied, alternative fuels are not permitted by the manufacture for the specific equipment in use, and there are no alternative equipment types capable of being powered by alternative fuels that can be used instead of the standard diesel-fueled equipment.

2) All construction equipment with a rated power-output of 50 horsepower (hp) or greater shall be certified to meet U.S. Environmental Protection Agency (EPA) Tier 4 Final nonroad diesel engine emissions standards for $NO_X$ and $PM_{10}$, or be retrofitted with California Air Resources Board (CARB)-verified diesel emissions control strategies capable of reducing exhaust $NO_X$ and $PM_{10}$ emissions to levels that meet Tier 4 Final emissions standards, unless the applicant submits evidence to the City that specific equipment meeting this requirement is not available on loan, rent, or other terms of use within 200 miles of the city. In this instance, the next highest available emissions tier (e.g., Tier 4 Interim, Tier 3) for the specific equipment in question shall be required.

3) Limit idling of diesel-powered construction equipment, vendor delivery trucks, and hauling trucks to no more than two minutes unless manufacturer's specifications specifically require main engine idling is necessary to maintain equipment in good working order.

**Mitigation Measure AIR-2C: Reduce Light-duty Vehicle Trip Emissions.** To reduce light duty vehicle trip emissions (i.e., passenger cars and pick-up trucks with a gross vehicle weight rating of 8,500 pounds or less), the City shall require the applicant to comply with the voluntary Tier 1 designated parking for clean air vehicles and electric vehicle (EV) charging provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2025, the 2022 CalGreen Code includes the following voluntary clean air vehicle parking and EV charging provisions for non-residential projects:

1) Designated Parking for Clean Air Vehicles Tier 1 Provisions (CalGreen Code Section A5.106.5.1): The number of combined designated parking spaces for a zero-emitting, fuel-efficient, and car/vanpool vehicles shall be 35% of the total number of parking spaces provided by the project. Based on the project's current proposed 521 parking spaces, the total number of clean air vehicle designated parking spaces for the project equals 182 spaces.

2) EV Charging Tier 1 Provisions (CalGreen Code Section A5.106.5.3): The number of EV capable spaces, and EV capable spaces with electric vehicle supply equipment (EVSE), which creates an electric vehicle charging station (EVCS) shall be determined based on the total number of actual parking spaces as set forth in CalGreen Code Table A5.106.5.3.1. Based on the project's current proposed number of 521 parking spaces:

    a) The number of EV capable spaces shall be 30% of the total parking spaces provided. Based on the project's current proposed 521 parking spaces, the total number of EV capable spaces for the project equals 157 spaces.

    b) The number of EV capable spaces provided with EVSE shall be 33% of the number of EV capable spaces provided by the project. Based on the project's estimated total number of EV capable spaces for the project (157, see subsection a) above), the number of EV capable spaces with EVSE for the project equals 52 spaces (assuming all EVSE are level 2 charging equipment). The spaces with EVSE count towards the total number EV capable spaces required by subsection a) above. The EVSE may be any combination of level 2 and direct current fast charging equipment as permitted by CalGreen Code Section 5.106.5.3.2 (EVCS), and the EVCS may be managed by an automatic load management system (ALMS) in accordance with CalGreen Code Section 5.106.5.3.3 (ALMS).

**Mitigation Measure AIR-2D: Prepare VMT/TDM Reduction Plan (SAME AS TRA-1).** The proposed project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that achieve a minimum VMT reduction of 4.9 percent. The VMT reduction associated with the TDM measures to be implemented shall be quantified in accordance with the California Air Pollution Control Officers Association *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per General Plan Condition of Approval (COA) 5.17-3, the project shall provide but is not limited to the following as determined applicable by City staff:

1) Provide car-sharing, bike sharing, or ride-sharing programs;
2) Improve or increase access to transit;
3) Include project measures to reduce transportation requirements such as work from home and flexible work schedules;
4) Link to existing pedestrian or bicycle networks, or transit service; and/or
5) Provide traffic calming where applicable.

Alternatively, the project may participate in a regional VMT mitigation exchange/banking program (if one has been established) to reduce VMT from the project or other land uses to achieve stated levels.

Within one year of Phase 2 becoming fully operational, the developer must demonstrate a project trip reduction of at least 4.9% from estimated trips based on implementation of the actions and programs outlined in this mitigation measure. If the 4.9% reduction cannot be demonstrated at that time, the project shall expand its VMT program offerings or participate in a regional VMT mitigation bank if such a program is available to achieve the 4.9% reduction goal. The project shall submit annual reports to the City to demonstrate ongoing compliance with this project VMT reduction goal.

**Mitigation Measure AIR-2E: Reduce Truck Trip Emissions.** To reduce truck trip emissions (i.e., light-heavy, medium-heavy, and heavy-heavy duty trucks with a gross vehicle weight of 8,501 pounds or greater) and promote the use of near-zero emission (NZE) and zero emission vehicles (ZEV), the City shall require the applicant to:

1) Exceed the mandatory electric vehicle (EV) charging readiness requirements for planned off-street loading spaces specified in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2025, the 2022 CalGreen Code, Section 5.106.5.4 (EV charging: medium-duty and heavy-duty), specifies minimum power requirements for dedicated branch circuits, reserved locations for medium and heavy-duty ZEV charging cabinets and conduit routing, and sufficiently sized raceways and busways between electrical service panels and ZEV charging areas. Therefore, the City shall require the applicant to:
    a) Design and include sufficient space for the transformer, main service equipment, and cabinets/subpanels necessary to accommodate a sufficient number of branch circuits to provide future installation of electric vehicle service equipment (EVSE)at all truck docks and main truck parking areas.
    b) Design and incorporate a sufficient number of raceways/busways to provide future EVSE installation at all truck docks and main truck parking areas.

c) Dedicate/preserve convenient locations near all truck docks and main truck parking areas for the future installation of EVSE and reserve pathways for conduits needed to connect the EVSE to other electrical service equipment (e.g., raceway, cabinet, etc.)

d) Install EVSE at 10% of the total truck docks included in the final Project design. Based on the project's estimated total number of truck docks (57, see subsection a) above), the number of docks with EVSE for the project equals 6 docks.

2) Transport Refrigeration Unit (TRU) Restrictions: The applicant shall prohibit the use of diesel fueled TRUs on-site. All TRUs operated at the site shall be powered by electricity

3) Idling Signage: Signs shall be posted at all truck access gates and loading dock areas reminding drivers of idling limitations. The signs shall be clearly visible, readable at a distance of 10 feet, and notify truck drivers that:

a) The vehicle's primary diesel engine shall be turned off when not in use.

b) The vehicle's primary diesel engine shall not idle for more than 5 consecutive minutes at any location pursuant to Title 13 of the California Code of Regulations, Section 2485.

## 4. BIOLOGICAL RESOURCES

**Mitigation Measure BIO-1: Nesting Bird Survey.** Bird nesting season generally extends from February 1 through August 31 in southern California. To avoid impacts to nesting birds (common and special-status) during the nesting season, a qualified avian biologist will conduct a pre-construction nesting bird survey three (3) days prior to project-related disturbance to identify any active nests. If no active nests are found, no further action will be required.

If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive. This measure shall be implemented to the satisfaction of the City Community Development Director.

**Mitigation Measure BIO-2: Burrowing Owl Survey.** A pre-construction clearance survey for burrowing owl shall be conducted accordance with the Staff Report on Burrowing Owl Mitigation[3] (California Department of Fish and Wildlife 2012) prior to ground disturbance to ensure burrowing owl remain absent from the project site.

If burrowing owls are found to occupy the project site during the pre-construction clearance survey, a burrowing owl relocation plan will need to be prepared and approved by CDFW prior to the commencement of any ground disturbing activities. The burrowing owl relocation plan shall outline recommended methods proposed to relocate the burrowing owls from the project site and provide measures that will be implemented for the maintenance, monitoring, and reporting of the relocated burrowing owls to increase chances of survivorship and better ensure compliance with CDFW guidelines. This plan should be implemented during the non-breeding season, and prior to seasonal rains to promote the best outcome for conservation of the burrowing owl. This measure shall be implemented to the satisfaction of the City Community Development Director.

## 5. CULTURAL RESOURCES

None

## 6. ENERGY RESOURCES

None

## 7. GEOLOGY AND SOILS

None

## 8. GREENHOUSE GASES

**Mitigation Measure GHG-1: Reduce Appliance Energy Consumption and GHG Emissions.** To reduce GHG emissions from appliance-related energy consumption, the City shall require all applicant installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners intended for employee use to be Energy Star certified products.

**Mitigation Measure GHG-2: Reduce Building Energy Consumption and GHG Emissions.** To reduce GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, the City shall require all new construction and major renovations undertaken by the applicant to be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval (currently the 2022 Energy Code), unless the City has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the City has already established a zero net energy requirement for the standard design building.

## 9. HAZARDS AND HAZARDOUS MATERIALS

**Mitigation Measure HAZ-1: Unanticipated Discovery of Hazardous Materials.** Prior to issuance of a grading permit for Phase 1 and/or Phase 2, the project proponent shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from infill urban construction sites. The QEP must be on-call and summoned to the site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

If soils are found to be contaminated at levels that are only slightly in excess of applicable residential standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and developer to either remove contaminated soil and/or mix the contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable residential standards. The results of any testing shall be provided to the City or other agencies

as appropriate. Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the City Community Development Department.

**Mitigation Measure HAZ-2L ACMs and LBP Survey.** Prior to demolition of any structures on the project site in either Phase 1 or 2, the developer shall retain qualified licensed environmental contractor(s) to survey the existing onsite office and warehouse buildings and any related structures for asbestos-containing materials (ACMs) and Lead-Based Paints (LBPs). If the survey finds the presence of any ACMs or LBPs on the site, the contractor(s) shall follow all relevant guidance from affected regulatory agencies (e.g., CalEPA, SCAQMD, DTSC, County Health Department, etc.) in terms of safe removal and disposal of the contaminated materials as appropriate. The contractor(s) shall prepare and submit a final report to the City Community Development Department within 30 days after completion of demolition/removal for ACMs and LBPs on the project site.

**HAZ-3 FAA Lighting Hazards.** A minimum of 45 days prior to submittal of an application for a building permit for the project, the applicant shall consult with the City of Rancho Cucamonga Planning Department in order to determine whether any implementing project-related vertical structures will encroach into the 100-to-1 imaginary surface surrounding the ONT. If it is determined that there will be an encroachment into the 100-to-1 imaginary surface, the applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the applicant and the City Planning Division will work with FAA to resolve any adverse effects on aeronautical operations including any lighting or other restrictions or prohibitions which may include but are not limited to the following:

a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

## 10. HYDROLOGY AND WATER QUALITY

None

## 11. LAND USE AND PLANNING

None

## 12. MINERAL RESOURCES

None

## 13. NOISE

**Mitigation Measure NOI-1: Reduce Construction Noise Levels.** To reduce potential construction noise to levels that are consistent with the City's 70 dBA $L_{eq}$ standard for commercial land uses, the City shall require the applicant and/or its designated contractor, contractor's representatives, or other appropriate personnel to implement the following measures during construction activities:

1. *Restrict Work Hours.* All construction-related work activities, including material deliveries, shall be subject to the requirements of Municipal Code Section 17.66.050(D)(4). Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 8:00 PM on weekdays and Saturday, and shall not occur on Sunday. The applicant and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.

2. *Construction Staging and Equipment Noise Control Measures*.

a) Construction site access and staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away as possible from occupied parts of land uses (e.g., buildings, outdoor areas) adjacent to the Project site given site and active work constraints.

b) All stationary noise generating equipment shall be shielded and located as far as possible from adjacent land uses given site and active work constraints. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements..

c) Heavy equipment shall include standard noise suppression devices such as mullers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.

d) Pneumatic tools shall include a suppression device on the compressed air exhaust.

e) Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility.

3. *Construction Activity Noise Control Measures:*

a) Demolition Sequencing: Demolition/deconstruction activities shall be sequenced to take advantage of existing shielding/noise reduction provided by existing buildings, parts of buildings, and/or other structures (e.g., construction trailers), and shall use methods that minimize noise and vibration, such as sawing concrete blocks instead of crushing or other pulverization activities, unless there are project-specific technical and logistical constraints that require such activities.

b) *Install Phase 1 Construction Noise Barrier.* During all Phase 1 demolition, site preparation, grading, structure foundation work (e.g., excavation, pad pour, etc.), paving, and well drilling activities, the applicant shall install and maintain a physical noise barrier along the portion of the southeast perimeter of the site from 6$^{th}$ Street north (i.e., adjacent to Utica

Avenue) a distance of 500 feet. The barrier shall be installed at-grade (or mounted to structures located at-grade, such as a K-rail) and extend to a height of at least six (6) feet above grade, except adjacent to the well drilling area, where the barrier shall extend to a height of 10 feet above grade, and shall consist of a solid material that is free of openings or gaps (other than weep holes) and that has a minimum rated transmission loss value of 25 dB adjacent to the well drilling area and 20 dB in all other areas. Potential materials that are capable of achieving required noise level reductions include nominal 0.5-inch plywood (20 dB), nominal 0.75-inch plywood (25 dB), commercially available acoustic panels, blankets, or other products, or any combination of noise barriers and commercial products that achieve a minimum transmission loss value of 20 dB or 25 dB as required. The barrier may be removed following the completion of all Phase 1 demolition, site preparation and grading, structure foundation, paving, and well drilling within the 7-acre southeast quadrant shown in EIR Exhibit 4.13-3.

c) *Install Phase 2B Construction Noise Barrier.* During all Phase 2B demolition, site preparation, grading, structure foundation (e.g., excavation, pad pour, etc.), and paving work, the applicant shall install and maintain a physical noise barrier along the Phase 2B northern, eastern, and western boundary. The noise barrier shall be installed at-grade (or mounted to structures located at-grade, such as a K-rail) and shall extend to a height of at least six (6) feet above grade. The noise barrier shall consist of a solid material that is free of openings or gaps (other than weep holes) and has a minimum rated transmission loss value of 20 dB. Potential materials that are capable of achieving required noise level reductions include nominal 0.5-inch plywood (20 dB), commercially available acoustic panels, blankets, or other products, or any combination of noise barriers and commercial products that achieve a minimum transmission loss value of 20 dB. The barrier may be removed following the completion of all Phase 2B demolition, site preparation and grading, structure foundation, and paving work.

**Mitigation Measure NOI-2: Noise Verification Study.** Prior to the issuance of any Phase 1 or Phase 2 grading permit for the project, the City shall review and approve a final noise analysis, prepared by or on behalf of the applicant, and based on the final project design, that: 1) Identifies the locations of the project's final exterior stationary equipment, including backup generators, and truck dock areas and any screening walls; and 2) Demonstrates the project's noise levels will not exceed the City's applicable industrial noise standards (as outlined in Development Code Section 17.66.110). The final analysis shall contain specific and verifiable information pertaining to the project's final site design and layout and equipment noise levels (e.g., manufacturer's specifications, empirical noise measurements). The analysis may be prepared for Phase 1, Phase 2, or combined Phase 1 and Phase 2 activities if final information is available.

## 14. POPULATION AND HOUSING

None

## 15. PUBLIC SERVICES

None

## 16. RECREATION

None

## 17. TRANSPORTATION

**Mitigation Measure TRA-1: VMT/TDM Reduction Plan.** The proposed project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that achieve a minimum VMT reduction of 4.9 percent. The VMT reduction associated with the TDM measures to be implemented shall be quantified in accordance with the California Air Pollution Control Officers Association *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per General Plan Condition of Approval (COA) 5.17-3, the project shall provide but is not limited to the following as determined applicable by City staff:

6) Provide car-sharing, bike sharing, or ride-sharing programs;

7) Improve or increase access to transit;

8) Include project measures to reduce transportation requirements such as work from home and flexible work schedules;

9) Link to existing pedestrian or bicycle networks, or transit service; and/or

10) Provide traffic calming where applicable.

Alternatively, the project may participate in a regional VMT mitigation exchange/banking program (if one has been established) to reduce VMT from the project or other land uses to achieve stated levels.

Within one year of Phase 2 becoming fully operational, the developer must demonstrate a project trip reduction of at least 4.9% from estimated trips based on implementation of the actions and programs outlined in this mitigation measure. If the 4.9% reduction cannot be demonstrated at that time, the project shall expand its VMT program offerings or participate in a regional VMT mitigation bank if such a program is available to achieve the 4.9% reduction goal. The project shall submit annual reports to the City to demonstrate ongoing compliance with this project VMT reduction goal.

## 18. TRIBAL CULTURAL RESOURCES

**Mitigation Measure TCR-1: Tribal Coordination.** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (San Manuel) and the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno) shall be contacted, as detailed in Mitigation Measure CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with San Manuel and Gabrieleno, and all subsequent finds shall be subject to this Plan. This Plan shall allow for monitors to be present that represent San Manuel and Gabrieleno for the remainder of the project, should San Manuel and/or Gabrieleno elect to place a monitor or monitors onsite.

**Mitigation Measure TCR-2: Tribal Monitoring.** The project proponent shall retain one or more Native American Monitor(s) from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleno) and the Yuhaaviatam of San Manuel Nation (San Manuel). The monitor(s) shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition,

pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement(s) shall be submitted to the City as the lead agency prior to the commencement of any ground-disturbing activity or prior to the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project proponent and/or /lead agency upon written request to the Tribes.

Onsite tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Gabrieleno and San Manuel from a designated point of contact for the project proponent and/or the City as the lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Gabrieleno and San Manuel to the project proponent and/or the City as the lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Gabrieleno and San Manuel TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**Mitigation Measure TCR-3: Document Distribution.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Department (San Manuel) and the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno). The Lead Agency and/or applicant shall, in good faith, consult with San Manuel and Gabrieleno throughout the life of project construction.

**Mitigation Measure TCR-4: Tribal Human Remains.** Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any

discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

## 19. UTILITIES AND SERVICE SYSTEMS

None

## 20. WILDFIRE

None

# 3.0 – PROJECT DESCRIPTION

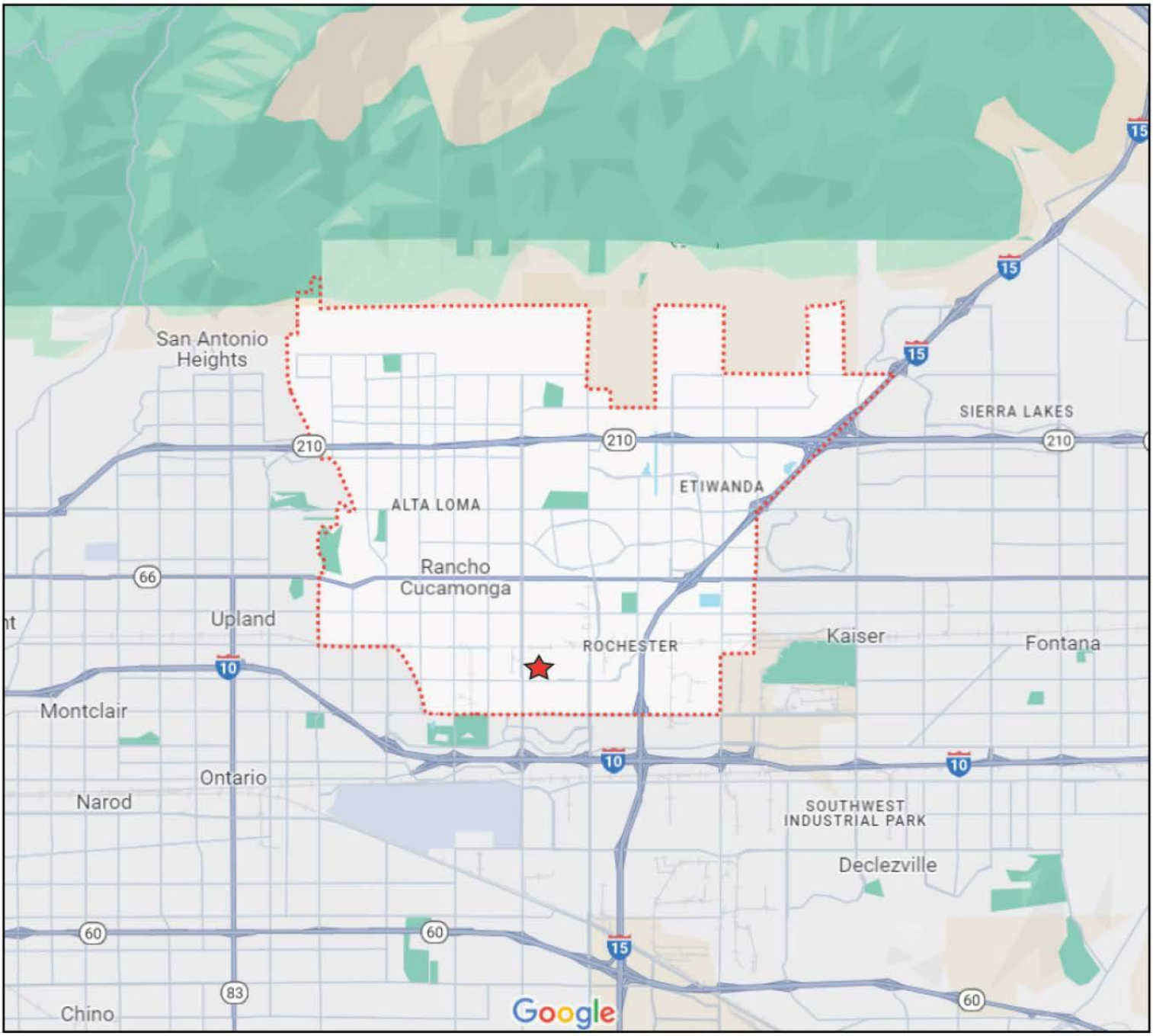
## 3.1 – Location

The 30.1-acre Project site is located in the southern area of the City of Rancho Cucamonga. The City is in the southwestern region of San Bernardino County, approximately 5.3 miles south of the San Gabriel Mountains (See Exhibit 3-1, Regional Location Map). The City occupies approximately 50 square miles, including the City's unincorporated sphere of influence. The City is bounded on the east by the City of Fontana and unincorporated county of San Bernardino communities, on the south by the City of Ontario, and on the west by the city of Upland.

The Project site is bounded on all sides by public roadways: 7th Street to the north, Utica Avenue to the east, 6th Street to the south, and Haven Avenue to the west. The Project is located approximately 1.8 miles west of the I-15 Freeway and approximately 1.2 mile north of the I-10 Freeway (See Exhibit 3-2, Project Vicinity Map). The Project site consists of eight contiguous Assessor Parcels (APNs 209-411-02, -03, -04, 23, -24, -32, -34 and -35).

## 3.2 – Background

A private company, Lone Oak – Rancho LLC, is proposing an expansion of a beverage distribution facility on a 30.1-acre site in the City of Rancho Cucamonga. Buildings occupy the southern and northern portions of the site (approx. 17.9 acres) while the central portion (a former vineyard) occupies 12.2 acres of the site. At the time the NOP was issued, the southern portion contained an operating beverage distribution facility[1] and two occupied office buildings. The northern portion of the site contains an existing 62,210-square foot warehouse on approximately 3 acres. The Project applicant is proposing to demolish up to 237,895 square feet of building area and construct up to 1,054,541 square feet of new manufacturing, light industrial, and office uses on the Project site.




- City Boundary

- Project Location

Not to Scale

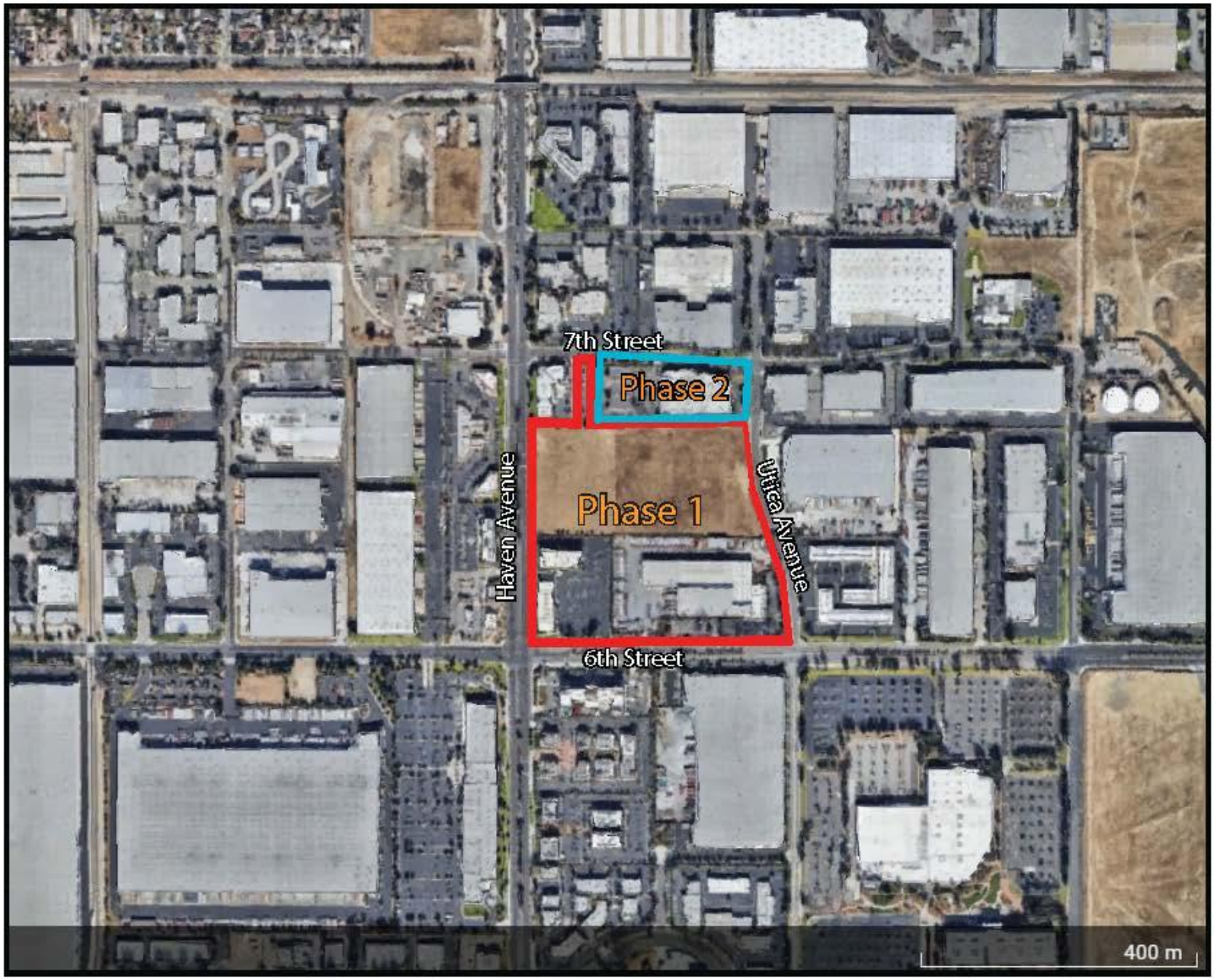
Source: Google Maps

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## Exhibit 3-1 Regional Location Map

El Camino Project

Rancho Cucamonga, California




Source: Google Maps

Exhibit 3-2 Project Vicinity Map

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El Camino Project
Rancho Cucamonga, California

## 3.3 – Existing Conditions

### Regional Setting

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

The SCAG Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), now called “Connect SoCal”, in September 2020. The 2020-2045 RTP/SCS includes goals and policies applicable to transportation and land use projects.

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

The entire Southern California region contains many regional and local faults which results in the area being subject to moderate to high levels of groundshaking from earhquakes. The Project site is located in the Upper Santa Ana Valley Basin-Chino Subbasin and Chino Creek Watershed. Runoff out of the mountains to the north can result in areas of localized flooding during heavy storms.

The City of Rancho Cucamonga is within the western part of the San Bernardino Valley on a deep alluvial plain formed by runoff from the San Gabriel Mountains to the north. The general area supported agriculture, mainly citrus and vineyards, since the late 1800’s but now it is largely urbanized. Past agricultural uses used hazardous chemicals in some locations for pesticides, fungicides, etc.

The mountain foothills to the north and some of the drainages out of the foothills support native vegetation but much of the land has been covered over by development and supports mainly weedy invasive species and wildlife tolerant of human activity. The region has been occupied by Native Americans for thousands of years and grading activities sometimes yield historical and archaeological artifacts.

### Local Setting

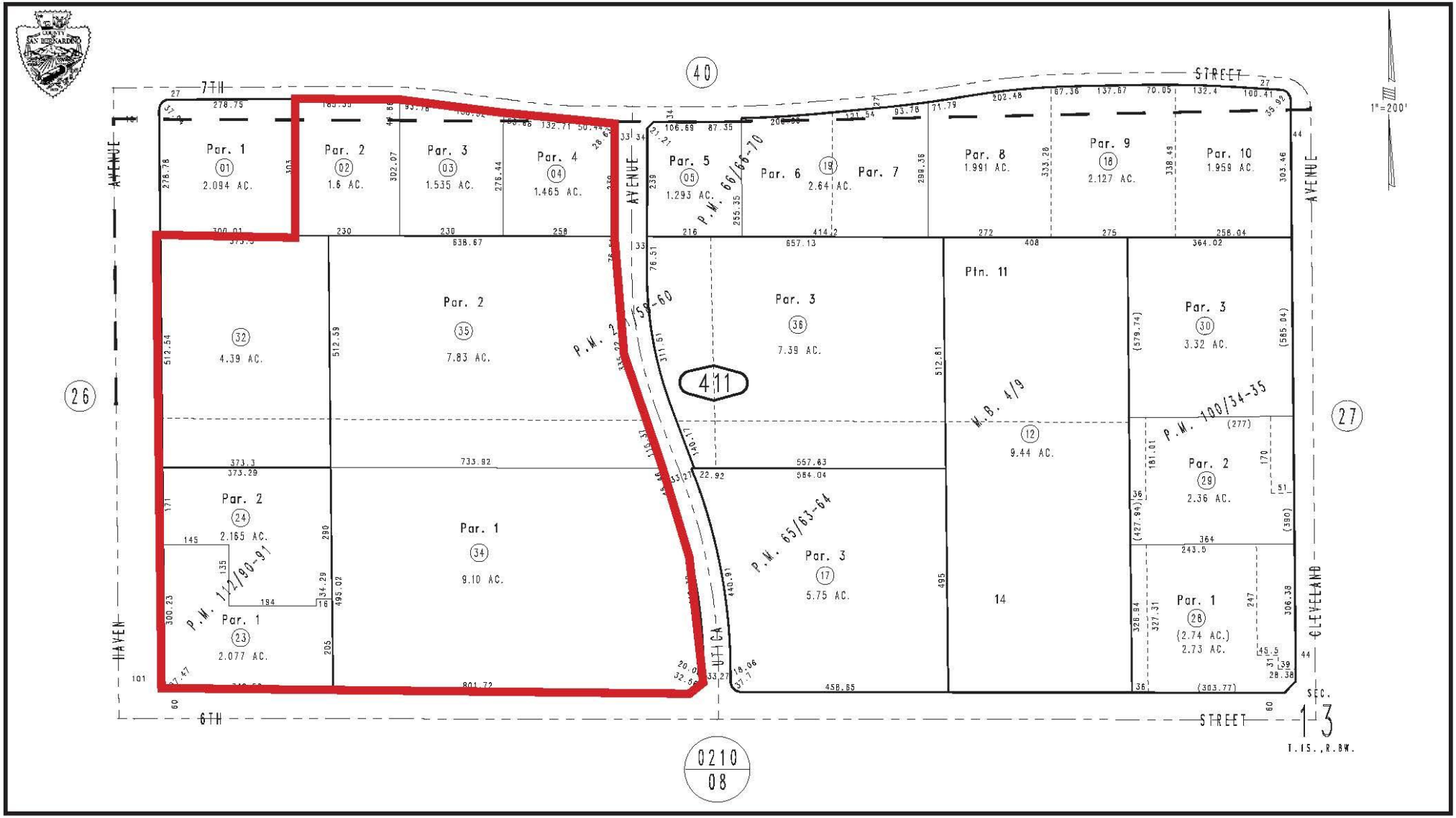
The 30.1-acre Project site is developed, with beverage distribution, warehousing, and offices totaling 270,800 square feet. According to the County Assessor’s Office website, the Project site is located on eight contiguous parcels: Assessor’s Parcel Numbers (APN) 209-411-023, 209-411-024, 209-411-032, 209-411-034, 209-411-035, 209-411-002, 209-411-003, and 209-411-004 as shown in Table 3-1, Existing Site Parcels, and Exhibit 3-3, Existing Assessor’s Parcels.

**Table 3-1**
**Existing Assessor's Parcels**

| Assessor Parcel | Phase/ Location | Size (acres) | Land Use | Building Size (sf) |
|---|---|---|---|---|
| 209-411-023 | 1-South | 2.077 | office building/ parking | 32,890 |
| 209-411-024 | 1-South | 2.165 | office building/ parking | 46,200 |
| 209-411-034 | 1-South | 9.100 | beverage distribution facility | 129,500 |
| | **S Sub-Total** | **13.340** | **developed uses** | **208,590** |
| 209-411-032 | 1-Central | 4.390 | vacant | 0 |
| 209-411-035 | 1-Central | 7.830 | vacant | 0 |
| | **Sub-Total** | **12.220** | **vacant** | **0** |
| 209-411-002 | 2-North | 1.600 | parking | 0 |
| 209-411-003 | 2-North | 1.535 | warehouse building/parking | 62,210 (split) |
| 209-411-004 | 2-North | 1.465 | warehouse building/parking | |
| | **N Sub-Total** | **4.600** | | **62,210** |
| **TOTAL** | **--** | **30.1** | **light industrial and offices** | **270,800** |

Source: San Bernardino County Assessor's Office website November 2024 and DRC Project Plans 6-2024

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Project Boundaries -

## Exhibit 3-3 Existing Assessor's Parcels

El Camino Project

Rancho Cucamonga, California

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At the time the NOP was issued, the southern three parcels (APNs 209-411-23, 209-411-24, 209-411-34) contained a Distribution Center (DC) facility, two office buildings and support infrastructure with 208,590 square feet of space. The central two parcels (APNs 209-411-32, 209-411-35) are currently vacant. The northern three parcels (APNs 209-411-02, 209-411-03, 209-411-04) located along 7th Street are developed with an existing 62,210 square foot industrial warehouse (total existing building area is 270,800 SF per Table 3-1).

The Project site is generally flat and gently slopes from the northwest towards the southeast. Project site elevations range from approximately 1,091 feet above mean sea level (amsl) on the northwest corner down to 1,067 feet amsl on the southeast corner of the Project site with a total elevation difference of approximately 24 feet. The existing building pads and developed parcels have been graded and are generally flat. Ground surface cover of the vacant parcels consists of sparse to moderate native and non-native grasses and shrubs.

The Project site is partially developed with warehouse and office buildings and is surrounded by other industrial and commercial land uses in all directions. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. The Project will not require a general plan amendment or a change of zone. The site also has a former vineyard in the northern half of the Phase 1 property and the entire site has over 200 landscape trees throughout the site including along the north side of the former vineyard.

**Site History**

For the purposes of this discussion, the southern and central portions of the site (25.5 acres) constitute Phase 1 while the northeasterly portion (4.6 acres) of the site constitutes Phase 2.

***Phase 1 Site.*** The Project site supported agricultural uses in the past, including an orchard in the 1930s and grapevines in the southern and central portions of the site. The existing beverage distribution facility was developed in 1981-1982 in the southern portion of the site and currently supports a beverage distribution facility but which once included the manufacturing and bottling of beverages, office uses, and drink distribution[1]. This facility now includes a warehouse, office, fleet service shop, 126 parking spaces, and landscaping. The main warehouse building was expanded in 1986 and again in 1998. The site of the existing beverage facility is a 9.1-acre parcel (APN 209-411-34). The existing beverage facility office and warehouse occupy a total of 160,020 square feet and has been in operation since its construction in 1981. The two existing office buildings in the southwest corner of the site were constructed in 1990 as a multi-tenant office development and are currently occupied by various office uses. In December 2022 the Project applicant acquired this part of the Project site. These offices occupy APNs 209-411-23 and 209-411-24. At present there is no beverage production or bottling at the facility only warehousing and distribution activities.

***Phase 2 Site.*** The northeastern portion of the site contains the 7th Street warehouse building (i.e., Phase 2 property) which was developed in 1986 on the corner of Utica Avenue and 7th Street (APNs 209-411-02, 209-411-03, and 209-411-04). The 62,210-square foot warehouse was originally developed as a three-unit concrete tilt-up complex constructed by General Dynamics. Since 1996, this building is currently occupied and has housed a series of unrelated industrial manufacturing uses in the past.

## Existing Utilities

There are a variety of existing utility service lines (e.g., electricity, natural gas, water, sewer, and storm drain) in the Project area and adjacent to the entire Project site. Overhead Southern California Edison (SCE) area distribution powerlines are present along the western side of Haven Avenue (not on the Project site) and running north-south. SCE powerlines along 6th Street are underground and daylight at the southwest corner of Haven Avenue and 6th Street and at the southeast corner at 6th Street and Utica Avenue. There are no overhead powerlines along Utica Avenue or 7th Street. There is also an existing 6-15 foot variable width SCE easement along 6th Street.

There are existing water, sanitary sewer, storm drain, and natural gas utility services within the public rights-of-way of the adjacent roadways that serve the Project site. There are 10-inch water mains within both Haven Avenue and Utica Avenue, and a 16-inch water main within 6th Street. There is a 15-inch sanitary sewer main in Haven Avenue, a 12-inch sanitary sewer main in 6th Street, and an 8-inch sanitary sewer main in Utica Avenue. There is an 8-inch gas line in Haven Avenue, an 8-inch gas line in Utica Avenue, and a 4-inch gas line in 6th Street. There is also an existing 25-foot storm drain easement along Haven Avenue for existing underground stormwater infrastructure. There is a variable 6- to 15-foot SCE easement along 6th Street. Additional utility information is provided in Appendices L and M. The Project would connect to these existing service lines as indicated in the Project plans (Appendix M).

Typical infrastructure along all street frontages consists of curb and gutter, curb inlets, and storm drain drop inlet. The City owns and maintains the storm drain system within the rights-of-way and within the easement adjacent to the Project site. Currently, storm water flows are discharged from the Project site via sheet flow or collected into existing on-site storm drain before being intercepted or discharged into the City storm drain system. The Project utility plan shows a 25-foot easement (east - west) approximately along the "boundary" between Phases 1 and 2 for a future domestic water line.

### Surrounding Land Uses

The Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include warehousing, commercial, vacant land, medical offices, hospitality uses, and other professional offices. See Table 3-2 below for a description of land uses immediately surrounding the Project site. For the location of these various uses, see Exhibit 3-4, Surrounding Land Uses. A day care/pre-school is located near the southeast corner of the site, just east of Utica Ave. and just north of 6th Street.

**Table 3-2**
**Surrounding Land Uses**

| Location | Land Use Designation | Land Use |
|---|---|---|
| North | D – 21st Century Employment District | Warehousing, Professional Offices |
| South | D – 21st Century Employment District | Warehousing, Hotel, Professional Offices |
| East | D – 21st Century Employment District | Warehousing, Commercial |
| West | D – 21st Century Employment District | Warehousing, Medical Offices, Commercial |

Source: General Plan Land Use Map, Google Earth 2023




Not to Scale

Source: Google Earth

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## Exhibit 3-4 Surrounding Land Uses

El Camino Project
Rancho Cucamonga, California

## 3.4 – Project Objectives

The Project is intended to implement the goals and policies of the City's General Plan[2]. The purpose of this Project is to implement the vision laid out in the Project objectives. The Project would generally increase the City's production capacity and further fortify the economic base of the City. It would also revitalize a portion of the City with new and renovated industry and production. The Project is proposed to be developed to accomplish the following objectives:

**Objective 1:** Facilitate the continued operation of the existing distribution facility with expanded operations and employment capacity.

**Objective 2:** Redevelop an existing industrial site with modern and sustainable facilities, including large-scale buildings, intricate manufacturing processes, and large employment opportunities.

**Objective 3:** Develop and operate an attractive state-of-the-art manufacturing and distribution facility in the City that meets industry standards to be competitive with similar facilities in the region.

**Objective 4:** Maximize the efficiency of the existing operations during the expansion process by providing interim manufacturing steps within the same building envelope.

**Objective 5:** Develop and operate a production and bottling facility that positively contributes to the local economy through new capital investment and the creation of new employment opportunities, including opportunities for highly-trained workers.

**Objective 6:** Develop an industrial and manufacturing facility that is in close proximity to Interstate 10, Interstate 15, and other major transportation arterial roadways, to support the production of consumer goods and the distribution of manufactured goods throughout the region.

**Objective 7:** Implement a microgrid energy production system via cogeneration at an existing manufacturing site to minimize manufacturing waste and to reduce the demand on existing public services and systems while employing carbon-reducing technologies and reduce the facility's potential climate impact.

## 3.5 – Project Characteristics

### Development and Phasing

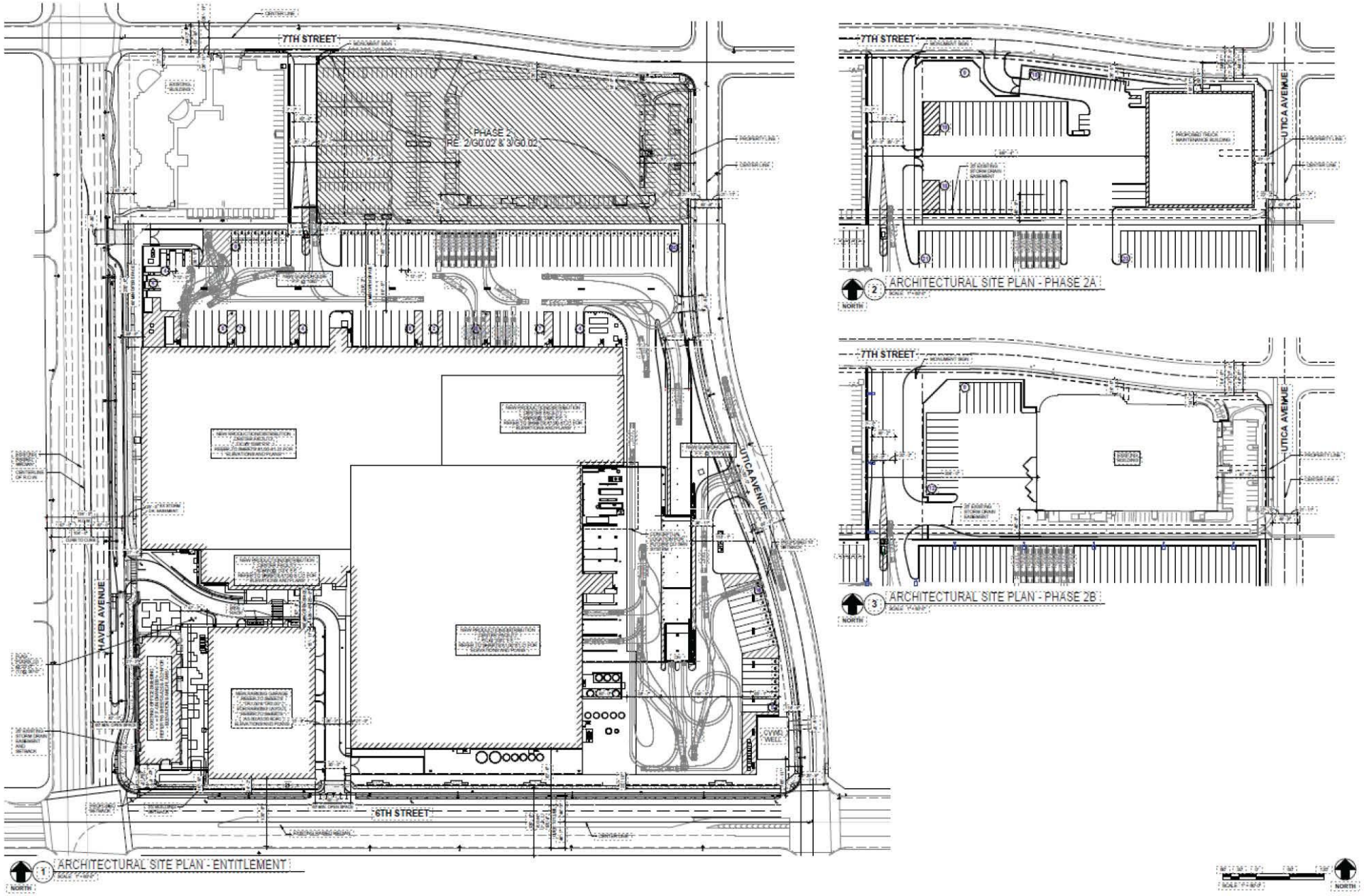
The Project involves the development/redevelopment of the site to expand the operations of the existing beverage facility to allow for the production, bottling and expanded distribution of beverage products (at present there is no beverage production or bottling at the facility only warehousing and distribution activities). The Project includes the demolition of the existing industrial warehouse buildings, one existing office building, parking lots, and associated infrastructure and redevelopment of eight parcels for the construction of a new Production Center (PC), Distribution Center (DC), an Automated Storage and Retrieval System (ASRS), and a parking structure (See Exhibit 3-5, Conceptual Site Plan). Once the existing onsite buildings are demolished, the new PC building will occupy the center of the southern and northern portions of the site, the new DC building will occupy the western half of the central portion of the site, and the ASRS building will occupy the eastern half of the central portion of the site (see Exhibit 3-5). Loading docks for the new PC building will be along its eastern boundary just west of Utica Avenue. A new proposed 335,475-square foot 4-story parking structure and truck deck will be located southwest of the new PC building and just west of the existing office building along the east side of Haven Avenue.

Selective demolition will result in the removal of some existing structures, while retaining or repurposing several buildings as described below. At full build-out, the Project site will contain a manufacturing facility, warehouse/distribution center, office buildings, and an above ground parking structure along with landscaping and open space areas for the use of Project employees and visitors. At full operational capacity, the Project would operate up to 24 hours per day and 7 days a week.

As shown in Figure 3-3, Existing Assessor Parcels, the Project site is located on eight contiguous parcels: Assessor's Parcel Numbers (APN) 209-411-023, 209-411-024, 209-411-032, 209-411-034, 209-411-035, 209-411-002, 209-411-003, and 209-411-004. The Project includes a Tentative Parcel Map (TPM) that would merge these eight parcels and re-subdivide into three new parcels with several easements (See Exhibit 3-6, Tentative Parcel Map). Parcel 1 would be 25.39 acres and encompass the new PC, DC, ASRS, parking facility, and office building. Parcel 2 would be 0.68 acres and would be created to provide new access from 7$^{th}$ Street to the Project site. Parcel 3 would be 3.88 acres and would encompass the existing 7$^{th}$ Street warehouse building and parking area. Additionally, there would be three lettered lots for right-of-way for 6$^{th}$ Street, Haven Avenue, and 7$^{th}$ Avenue created as part of the TPM - Lot "A" would have 0.06 acres for 6$^{th}$ Street, Lot "B" would have 0.04 acres for Haven Avenue, and Lot "C" would have 0.06 acres for 7$^{th}$ Avenue.

The Project is expected to be constructed and occupied in two phases. During Phase 1, the Project would retain the two-story office building at the southwest corner of the site and will be reused, while the rest of the Project site will include the construction of new buildings for the Production Center (PC), Distribution Center (DC), an Automated Storage and Retrieval System (ASRS) as part of the warehouse operations, and a parking structure. The DC, PC, and ASRS would be constructed along with all infrastructure, site improvements, and Project vehicle access points, including access to 7$^{th}$ Street, A new office building supporting the DC, PC, and ASRS uses would be constructed between the new parking structure and the PC and DC buildings. Additionally, a two-story truck deck would be constructed to accommodate the PC located adjacent to Utica Avenue. The new parking structure would be above-ground and have 4 stories.

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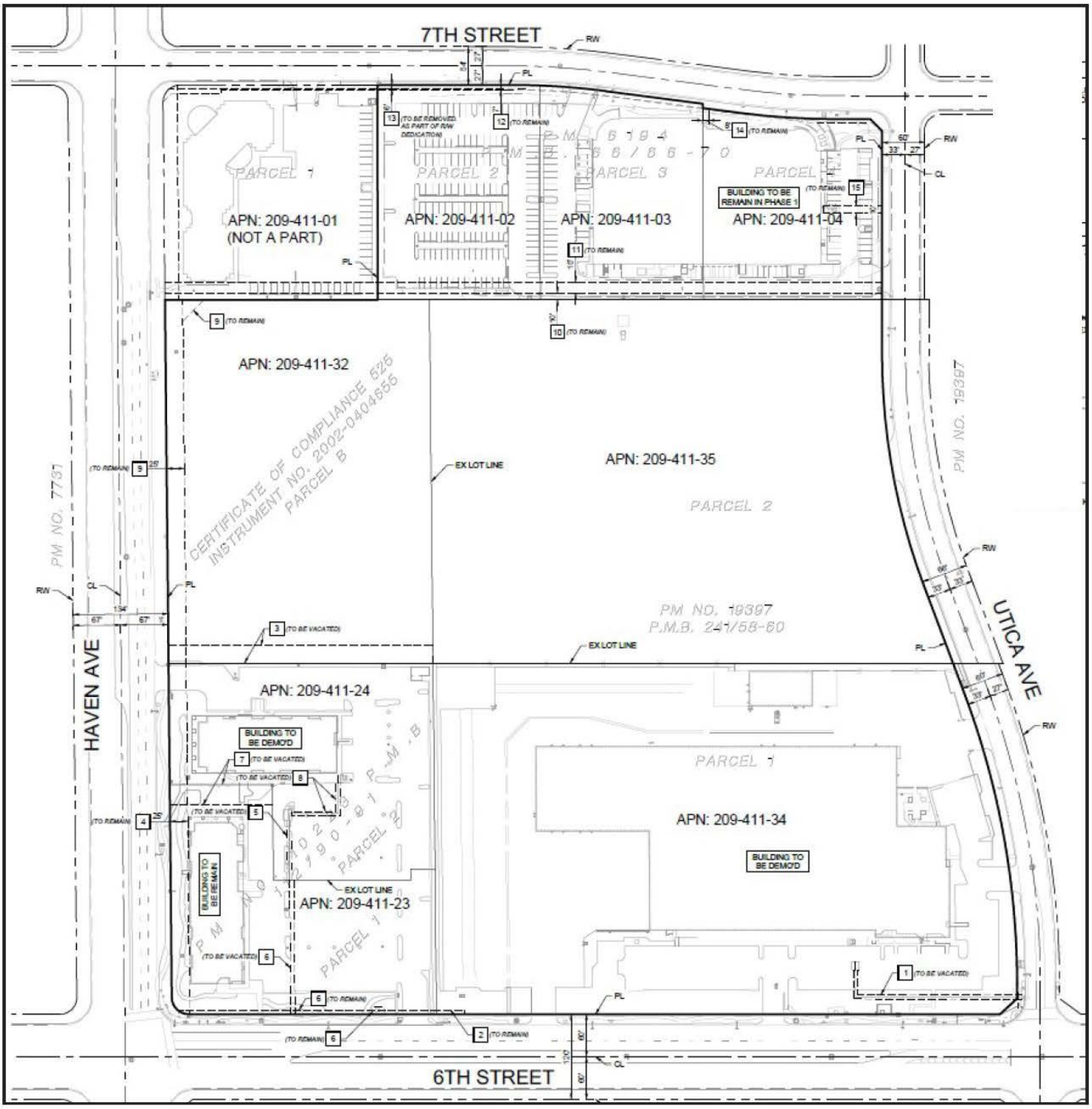

Source: RSP Architects



# Exhibit 3-5 Conceptual Site Plan

El Camino Project
Rancho Cucamonga, California

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Not to Scale

Source: San Bernardino County

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## Exhibit 3-6 Tentative Parcel Map

El Camino Project

Rancho Cucamonga, California

MIG

Phase 2 would involve development of the approximately 3.89 acres north of the Phase 1 site, located at 10655 7th Street under one of two different options:

- Phase 2A would reuse the existing 62,210 square foot building with tenant improvements and minor modifications to the entrance, parking lot and truck court to utilize the building for additional fleet shop, product recycling, customer services, and facility maintenance teams; or

- Phase 2B would require demolition of the existing building and a new building of approximately 40,085 square feet would be constructed. The new facility would be constructed with the intended uses described above in Phase 2A.

The Draft EIR will examine these two options and select the "most extreme case" conditions upon which to estimate overall Project impacts and recommend appropriate mitigation under Phase 1 and Phase 2. According to the Project plans, the primary buildings/facilities of the proposed Project will be as follows:

**Phase 1**

| | |
|---|---|
| • Distribution Center (DC) | 188,284 square feet |
| • Automated Storage and Recovery System (ASRS) | 52,470 square feet |
| • Production Center (PC) with 2 stories | 351,601 square feet |
| • PC/DC Administration Office with 2 stories | 31,611 square feet |
| • Existing Office Building with 2 stories | 32,890 square feet |
| • Truck Deck | 127,031 square feet |
| • Parking Structure with 4 stories | 208,444 square feet |
| | 992,331 square feet |

**Phase 2**

| | |
|---|---|
| • Phase 2A – Ruse Existing Building | 62,210 square feet |
| **- OR -** | |
| • Phase 2B – New Building | 40,085 square feet |

Table 3-3 below shows the phasing of demolition and new development for the proposed Project, including the two options for development of Phase 2 (i.e., 2A reuse or 2B new building).

**Table 3-3**
**Summary of Project Development (square feet)**

| Timing of Development | Building Area (SF) to be Demolished | Building Area (SF) to Remain | New Building Area (SF) to be Constructed | Total Building Area (SF) |
|---|---|---|---|---|
| Existing Condition | -- | -- | -- | 270,800 |
| Phase 1 | 175,685 | 32,890 | 959,441 | 992,331 |
| Phase 2 | | | | |
| 2A (reuse) | -- | 62,210 | -- | 62,210 |
| 2B (new building) | 62,210 | -- | 40,085 | 40,085 |
| **GROSS TOTAL** | | | | |
| With Phase 2A | 175,685 | 95,100 | 959,441 | 1,054,541 |
| With Phase 2B | 237,895 | -- | 999,526 | 1,032,416 |
| **NET TOTAL**[1] | | | | |
| With Phase 2A | | | | 783,741 |
| With Phase 2B | | | | 761,616 |

Source: Project Plans (Appendix M) SF = square feet

[1] Gross Total minus Existing Conditions

Note that this project description refers to building area or floor area in square feet – they do not refer to building "footprints" but rather total square footage of building area.

In addition to the summary of planned Project development in Table 3-3, *Summary of Project Development*, and Table 3-4, *Land Uses by Type and Phase*, provides a detailed comparison of land uses within the site as a result of Project construction.

**Table 3-4**
**Land Uses by Type and Phase**

| Phase/Land Use | Existing for Demolition | Existing To Remain | New Building | TOTAL[1] |
|---|---|---|---|---|
| **Phase 1** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 61,083 | 32,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 52,470[3] | 52,470 |
| Warehousing | 110,100 | 0 | 539,885[4] | 539,885 |
| **Total** | **175,685** | **32,890** | **959,441** | **992,331** |
| **Phase 2A (reuse)** | | | | |
| Low Rise Office | 0 | 0 | 0 | 0 |
| Light Industrial | 0 | 62,210[5] | 0 | 62,210 |
| Warehousing | 0 | 0 | 0 | 0 |
| **Total** | **0** | **62,210** | **0** | **62,210** |
| **Phase 2B (new building)** | | | | |
| Low Rise Office | 0 | 0 | 0 | 0 |
| Light Industrial | 0 | 0 | 40,085[5] | 40,085 |
| Warehousing | 62,210 | 0 | 0 | 0 |
| **Total** | **62,210** | **0** | **40,085** | **40,085** |
| **TOTAL (with Phase 2A)** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 61,083 | 40,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 40,085[3] | 114,680 |
| Warehousing | 110,100 | 54,210 | 539,885[4] | 539,885 |
| **Total** | **175,685** | **95,100** | **959,441** | **1,054,541** |
| **TOTAL (with Phase 2B)** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 69,083 | 32,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 52,470[3] | 2,470 |
| Warehousing | 164,310 | 0 | 539,885[4] | 539,885 |
| **Total** | **237,895** | **32,890** | **999,526** | **1,032,416** |

[1] Includes "New Building" and "Existing To Remain" but NOT Demolition
[2] Distribution Center/Production Center (DC/PC) Administration
[3] Automated Storage and Retrieval System (ASRS) Facility and existing office building (retained)
[4] Distribution Center/Production Center (DC/PC) Warehouses (DC = 188,284 SF + PC = 351,601 SF)
[5] Phase 2A would reuse the existing building for additional fleet shop, product recycling, customer services, and facility maintenance teams. Phase 2Bwould construct a new smaller building that would house the same proposed uses

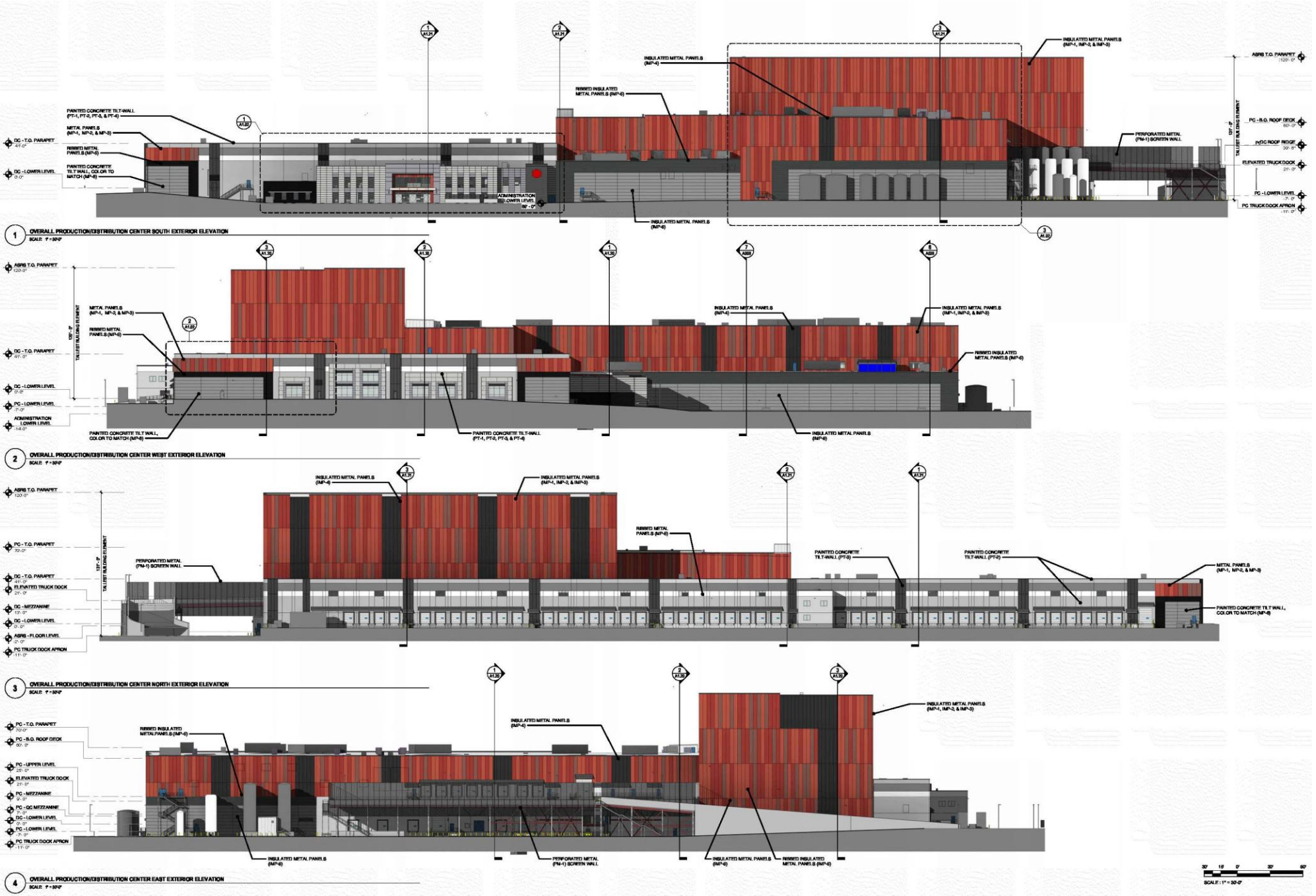
**NOTE:** land use numbers do not include co-generation equipment which would be installed/operated in Phase 2A or 2B

**Architecture**

The buildings constructed as part of the Project would have varying heights but be similar in appearance. The site generally slopes and finished floor elevations would vary across the entire building. The maximum height of the tallest building, the Automated Storage and Retrieval System (ASRS) above finished grade or approximately ground level would be 131 feet per the Project plans. The estimated maximum heights of the main buildings are:

- Automated Storage and Retrieval System (ASRS) tallest portion 131 feet
- ASRS building (remaining portion) 70 feet
- Production Center (PC) 41 feet
- Distribution Center (DC) 45 feet
- Administration Building 46 feet
- Parking Structure (without elevator enclosure) 41 feet

These are the tallest portions of the main use buildings, while other sections of the buildings including offices and administration are lower in some areas. The building would be designed in conformance with the City's design guidelines. Building architecture façade treatments would consist of various metal panels of different colors, ranging from shades of red to shades of gray. Exhibit 3-7, Building Elevations, show views of the various building faces to the north, south, east, and west. It should be noted that three vertical exhaust towers have been incorporated into the design of the truck parking deck and so would not extend above the maximum building heights indicated above. In addition, Exhibit 3-8, Building Colors and Materials, shows the proposed colors and materials to be used in the various Project buildings.



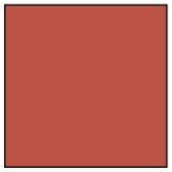

Source: RSP Architects

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# Exhibit 3-7 Building Elevations

El Camino Project

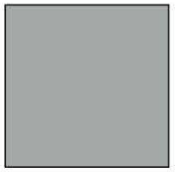
Rancho Cucamonga, California



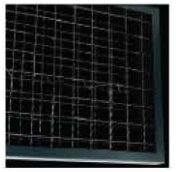
IMP/MP-1
INSULATED METAL PANEL/ METAL PANEL
COLOR TO MATCH: SW6615 PEPPERY



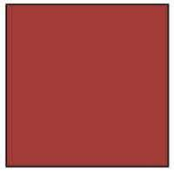
ACM-1
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: ALUCOBOND JLR CHAMPAGNE METALLIC



PT-3
PAINT
COLOR TO MATCH: SW7659 GRIS



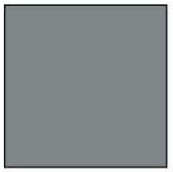
PM-3
METAL MESH



IMP/MP-2
INSULATED METAL PANEL/ METAL PANEL
COLOR TO MATCH: SW6608 RAVE RED



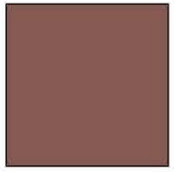
ACM-2
INSULATED METAL PANEL/ METAL PANEL
COLOR TO MATCH: ALUCOBOND JLR GRAY METALLIC



PT-4
PAINT
COLOR TO MATCH: SW7074 SOFTWARE



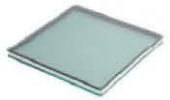
F-1
BLACK WROUGHT IRON FENCE



IMP/MP-3
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: SW6054 CANYON CLAY



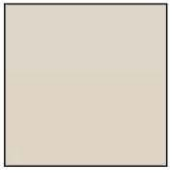
ACM-3
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: ALUCOBOND GRAPHITE MICA



GL-1
TINTED INSULATED GLAZING



IMP/MP-4
INSULATED METAL PANEL/ METAL PANEL
COLOR TO MATCH: SW9916 RICH BLACK



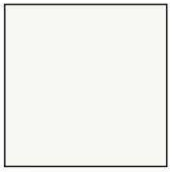
ACM-4
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: ALUCOBOND OYSTER



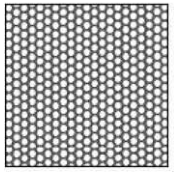
M-1
MULLION
CLEAR ANODIZED ALUMINUM



IMP/MP-5
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: METL SPAN WEATHERED ZINC



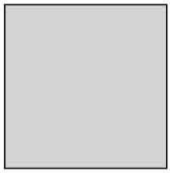
PT-1
PAINT
COLOR TO MATCH: SW7757 HIGH REFLECTIVE WHITE



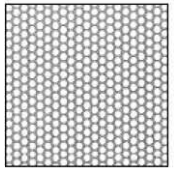
PM-1
PERFORATED METAL



IMP/MP-6
INSULATED METAL PANEL/METAL PANEL
COLOR TO MATCH: METL SPAN SILVER METALLIC



PT-2
PAINT
COLOR TO MATCH: SW7070 SITE WHITE



PM-2
PERFORATED METAL

Source: RSP Architects

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# Exhibit 3-8 Building Colors and Materials

El Camino Project
Rancho Cucamonga, California

**Landscaping**

Proposed onsite landscaping would cover approximately 129,500 sf of the site for Phase 1, 73,630 sf for Phase 2A, and 47,500 sf for Phase 2B. Landscaping would be installed in all areas not devoted to buildings, parking, traffic, and specific user requirements, in accordance with the City's Municipal Code Section 17.36.040. Landscaping would include ornamental trees, ground plant cover, and screening trees to provide sightline relief from public roadways, as outlined in Table 3-5, Project Landscaping. For example, the landscaped areas along 6th Street and Haven Avenue will include public amenities such as seating.

**Table 3-5**
**Project Landscaping (square feet)**

| Landscaping Element | Phase 1 | Phase 2A | Phase 2B | Total | |
|---|---|---|---|---|---|
| | | | | Ph. 1 + 2A | Ph. 1 + 2B |
| Trees[1] | 204 | 65 | 65 | 269 | 269 |
| Street Frontage | 38,769 | 14,512 | 12,424 | 53,281 | 51,193 |
| Background Shrubs | 34,670 | 28,221 | 21,322 | 62,891 | 55,992 |
| Drive Entry Shrubs | 10,772 | 7,888 | 6,787 | 18,660 | 17,559 |
| Patio | 11,964 | -- | -- | 11,964 | 11,964 |
| Crushed Rock | 33,325 | 10,746 | 5,803 | 44,071 | 39,128 |
| Decomposed Granite | -- | 1,263 | 1,263 | 1,263 | 1,263 |
| **TOTAL** | | | | | |
| **Square Feet** | **129,500** | **73,630** | **47,500** | **203,130** | **177,000** |
| Percent[2] | | | | 15.5% | 13.5% |

1 includes canopy, accent, patio, and drive aisle locations
2 based on 30.1 acres or 1,311,592 square feet for the entire site

As shown in Table 3-5, the site and parking areas will have landscaping that exceeds the landscape requirements of the City Development Code (10% per the industrial standard). Wall heights for screening, parking structures, retaining and other features are within the maximums permitted per the Development Code (8'-6"- 14'-0").

Pursuant to the City's Municipal Code[3] (RCMC) Chapter 12.30 - *Convenience Tree Removal* and Section 17.80.040 – *Tree Replacement Policy*, a convenience tree removal permit would be obtained to remove existing ornamental landscaping trees, including 24 heritage trees (as described below), and replace them with new landscaping including approximately 269 trees including lemon scented gum (*Corymbia citriodora*), magnolia (*Magnolia sp.*), bottlebrush (*Callistemnon* sp.), carrotwood (*Cupaiopsis anacardoides),* eucalyptus *(Eucalyptus sp.),* Hollywood juniper *(Juniperus chinensis),* Mexican fan palm *(Washingtonia robusta),* Aristocrat pear *(Pyrus aristocrat),* Allepo pine *(Pinus halapensis),* plane tree (*Platanus* sp.), Brazilian pepper (*Schinus terebinthifolius*), etc. throughout the Phase 1 and Phase 2 sites, some of which are city-maintained parkway trees. These trees were installed when portions of the site were developed and along the northern side of the former vineyard when it was planted. Under the RCMC, "Heritage trees" on non-residential properties are defined as having the following characteristics:

- All Eucalyptus windrow;
- All woody plants more than 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured four and one-half feet from ground level; or

- Multi-trunk trees having a total diameter at breast height (DBH) of 24 inches or more as measured four and one-half feet from ground level; or

- A stand of trees the nature of which makes each dependent upon the others for survival; or

- Any other trees as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

This code defines heritage trees by size and not by type or species of tree. An Arborist Report[7] (Appendix D) was prepared that identified the following 24 Heritage Trees onsite that were over 30 feet tall with a trunk diameter of 20 inches or larger:

| | |
|---|---|
| 1. Lemon Scented-Gum | **12** |
| 2. Eucalyptus species | **4** |
| 3. Bottlebrush tree | **3** |
| 4. Allepo Pine | **3** |
| 5. London Plane Tree | **1** |
| 6. Carrotwood | **1** |
| **Total Heritage Trees** | **24** |

These trees are planned to be removed based on the Project plans so a tree removal permit will be obtained prior to grading the site per RCMC Chapter 17.16.080 – *Tree removal permit*. Accordingly, the Project's entitlement application package includes a request for a Tree Removal Permit (DRC2023-00070). Removing heritage trees requires an Arborist Report to ensure that the regulations presented in RCMC Section 17.80 (Tree Preservation Ordinance) are followed.

The removed trees would be replaced pursuant to tree replacement requirements as provided in the City of Rancho Cucamonga Development Code. In addition, the site will also be developed with landscaping throughout the Project per City Municipal Code (See Exhibit 3-9, Preliminary Landscape Plan).

**Fencing and Walls**

The Project will have a combination of 9- to 12-foot tall screen/retaining walls and 8-foot tall ornamental fences (see Exhibit 3-10, Wall and Fence Plan). In general, a screen/retaining wall is proposed along the east boundary of the site along the west side of Utica Avenue, along the southern boundary of the Project site as far west as the parking lot for the existing office buildings, and in the northwest corner of the site separating the buildings from Haven Avenue and 7th Street for the Phase 2 property. There will be decorative fences around the CVWD well site in the southeastern corner of the site, along the south side of 7$^{th}$ Street for the Phase 2 development, and two small fences in the southwest corner of the site for the existing office building along Haven Avenue.

**Demolition**

The Project proposes to demolish approximately 175,685 square feet of building area as part of Phase 1. In addition, Phase 1 includes the construction of approximately 992,331 square feet plus reusing an existing office building. Phase 2 would either consist of tenant improvements to

the existing 62,210 square foot building (under Phase 2A) or demolition of the existing building and construct 40,085 square feet of new building (under Phase 2B). Eventually the Project could occupy and operate a maximum of up to 1,054,541 square feet of building area after both phases of construction are complete assuming Phase 2A is chosen and a total of 1,032,416 square feet assuming Phase 2B is chosen. A maximum of 237,895 square feet of building area will be demolished during construction of the proposed Project.

**Circulation/Parking**

Three lettered lots would be created specifically for access: Lot "A" would have 0.06 acres for 6th Street; Lot "B" would have 0.04 acres for Haven Avenue; and Lot "C" would have 0.06 acres for 7th Avenue. Once completed, Phase 1 of the Project would take primary access from Haven Avenue, 6th Street. and Utica Avenue while the Phase 2 site would take primary access from 7th Street (see Exhibit 3-11, Circulation Plan). The Traffic Impact Assessment (TIA) prepared for the Project indicates the following specific traffic/access points upon Project completion:

- Driveways on Haven Avenue or right-in/right-out for passenger vehicles only.
- Driveways on 7th Street are full access (Driveway 2) and passenger vehicles only (driveway 4).
- Northern driveway on Utica Avenue is full access, center drive is emergency only, and south driveway is truck egress only.
- All trucks come in on 7th Street and out on 7th Street or Utica Avenue.

The Project would also provide 475 auto parking stalls, 87 trailer parking stalls, 57 truck dock doors, and four at-grade dock doors. Of the auto parking stalls, nine would be ADA accessible and 25 would allow for Electric Vehicle (EV) charging, per the California Building Code (CBC). 20 percent (five stalls) of all EV charging stalls would be constructed prior to occupancy of Phase 1 Project operations while the remainder would be provided prior to occupancy of Phase 2.

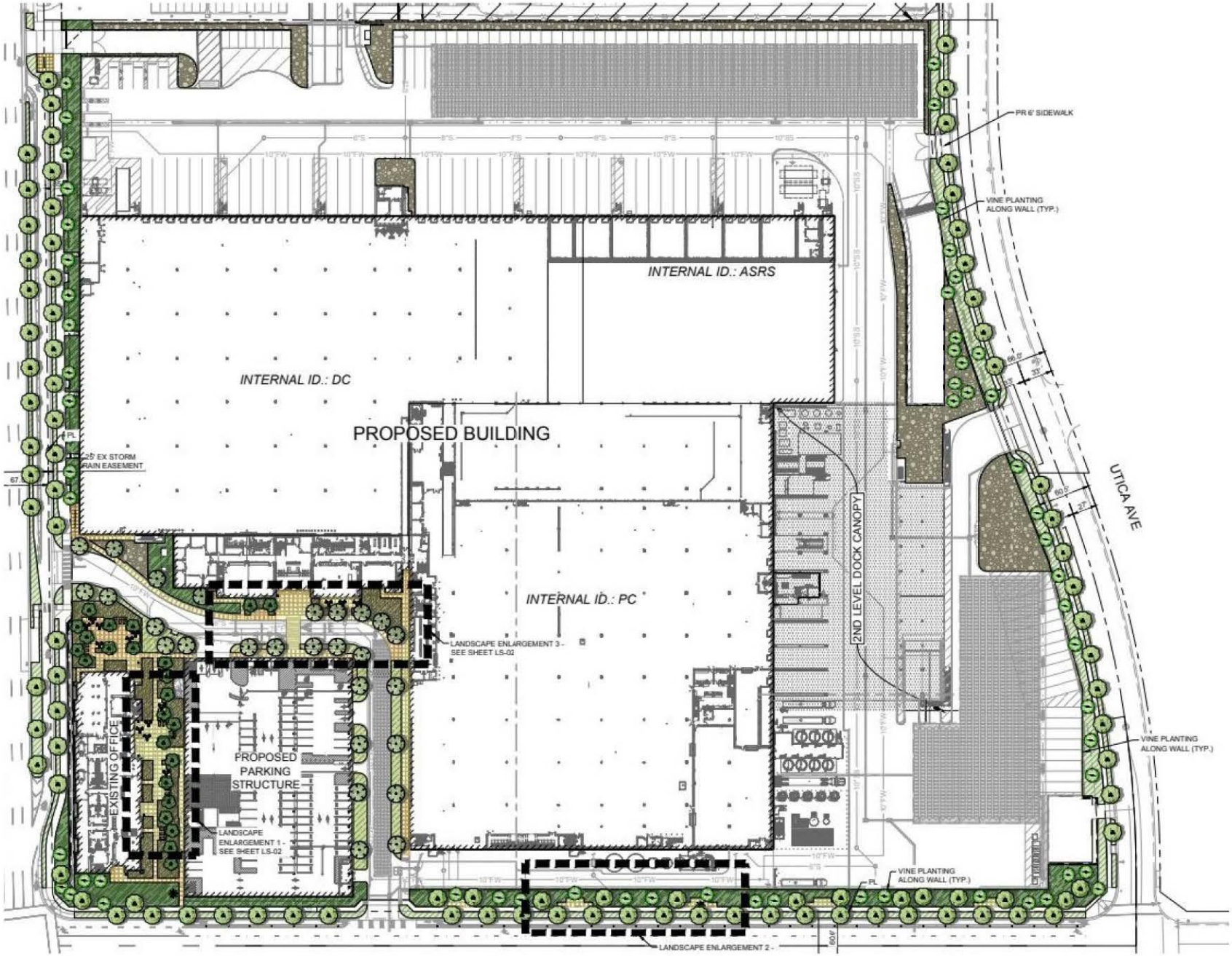
A Project-specific parking study was prepared and is provided in Appendix K. Based on the Project's planned shift operations, the anticipated parking demand over a typical 24-hour period was calculated. The peak parking demand was estimated to be 464 spaces from 11 AM to 12 PM using the employment projections for the site and assuming every employee on-site generates demand for one parking space.

The City of Rancho Cucamonga Municipal Code (RCMC) §17.64.050 specifies the minimum number of passenger vehicle and trailer parking spaces required for a variety of land uses. A direct application of the Municipal Code parking requirements to the Project results in 794 required spaces for passenger vehicles and 59 spaces for trailers.

The Parking Study indicates the forecasted parking demand for the manufacturing use is less than what the RCMC parking rates would require as the splitting of employee shift schedules into 3 staggered shifts (spanning the entire 24-hr period rather than only the typical working hours) reduces the peak parking demand (related to the manufacturing use) from 416 (total employees) to a maximum of 291 (when the daytime and evening shifts 1 and 2 overlap in schedule – see page 3-45 for shift descriptions). The proposed office use is also anticipated to generate less than typical demand due to the high percentage (96.5%) of the 202 sales and merchandise-related employees who will work remotely, and an estimate of 30 executive and human resources related employees working in person during typical working hours. When

combined, the total number of in-person employees, and therefore peak parking demand, related to the Project's office use component on a normal workday is significantly lower than that of a typical office development.

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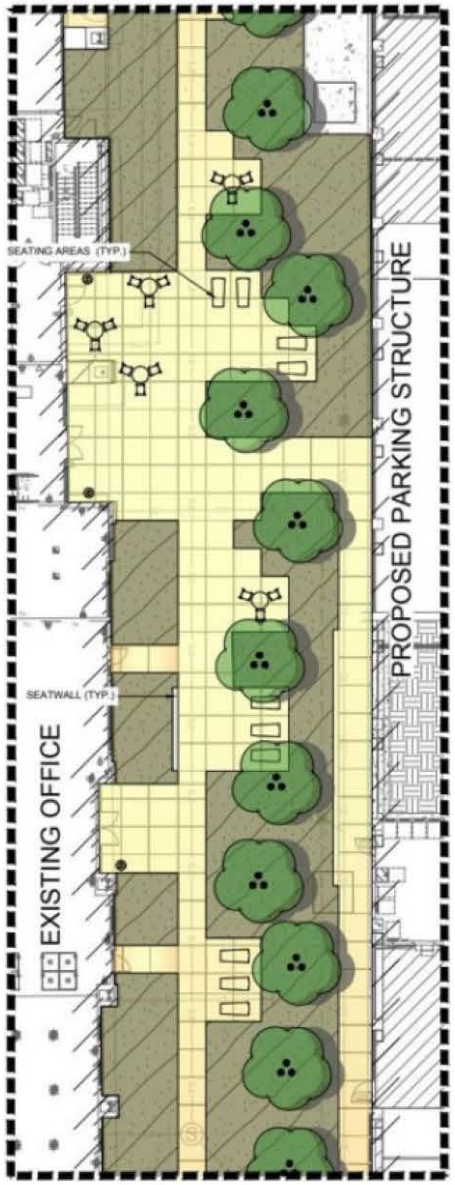

Source: Kimley-Horn and Associates Inc.



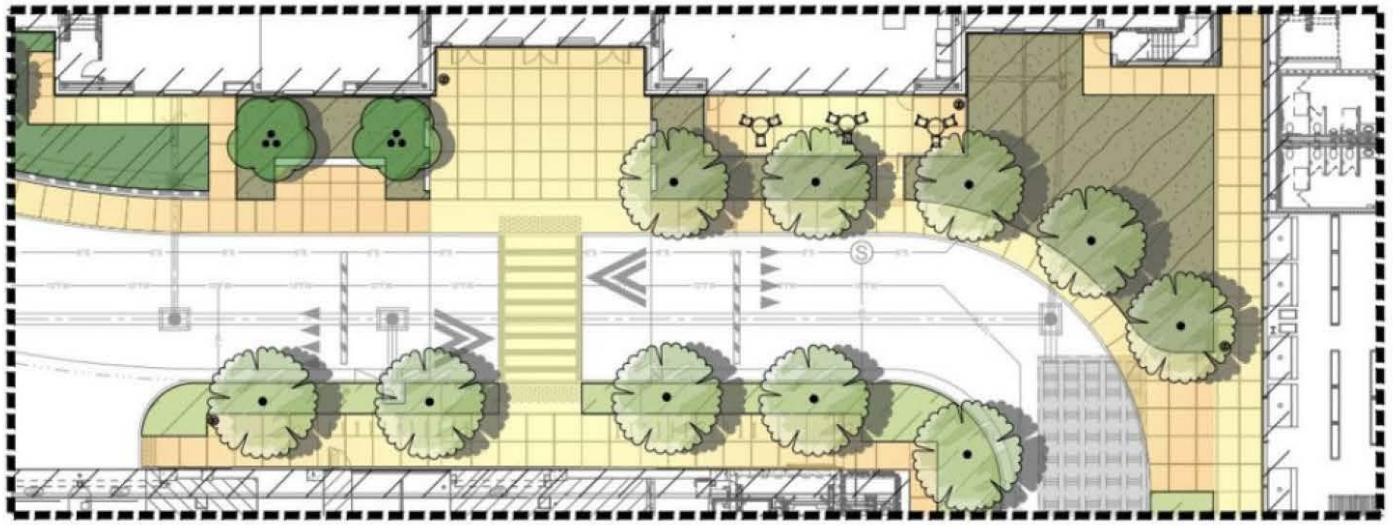
# Exhibit 3-9a Preliminary Landscape Plan

El Camino Project
Rancho Cucamonga, California

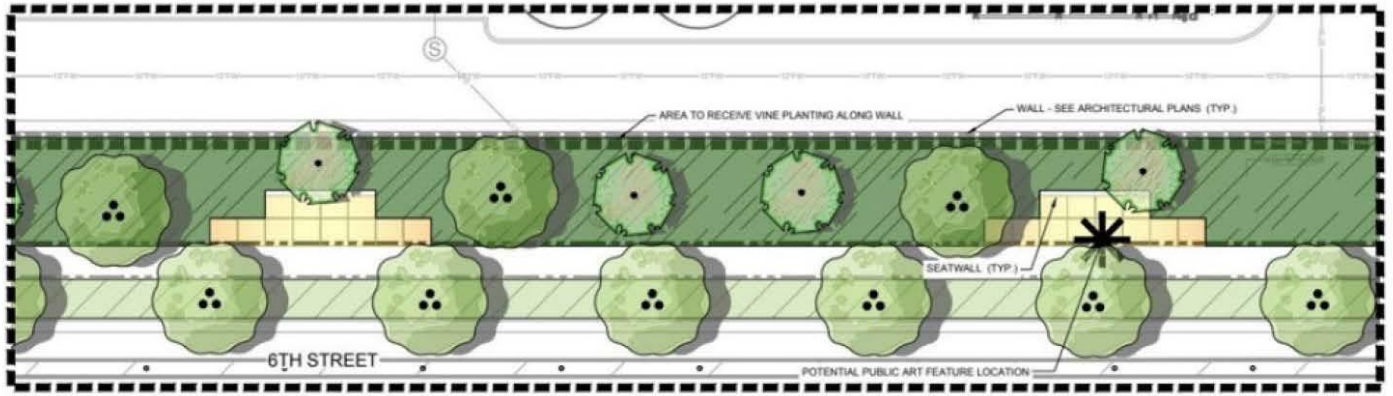
MIG




1 LANDSCAPE ENLARGEMENT 1



3 LANDSCAPE ENLARGEMENT 2




2 LANDSCAPE ENLARGEMENT 2

Source: RSP Architects

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# Exhibit 3-9b Preliminary Landscape Plan

El Camino Project
Rancho Cucamonga, California

## CONCEPT PLANT SCHEDULE



CANOPY TREES
PLATANUS X HISPANICA / LONDON PLANE TREE
QUERCUS AGRIFOLIA / COAST LIVE OAK
QUERCUS ENGELMANNII / ENGELMANN OAK
TIPUANA TIPU / TIPU TREE



ACCENT TREES
CHILOPSIS LINEARIS / DESERT WILLOW
MAGNOLIA GRANDIFLORA / SOUTHERN MAGNOLIA
OLEA EUROPAEA 'SWAN HILL' / SWAN HILL OLIVE
PRUNUS CERASIFERA 'KRAUTER VESUVIUS' / KRAUTER VESUVIUS PURPLE-LEAF PLUM
SEARSIA LANCEA / AFRICAN SUMAC



PATIO TREES
ARBUTUS X 'MARINA' / MARINA STRAWBERRY TREE
LAGERSTROEMIA INDICA / CRAPE MYRTLE
ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM



DRIVE AISLE TREES
KOELREUTERIA PANICULATA / GOLDEN RAIN TREE
LOPHOSTEMON CONFERTUS / BRISBANE BOX



STREET FRONTAGE
AGAVE ATTENUATA / FOXTAIL AGAVE
LANTANA X 'NEW GOLD' / NEW GOLD LANTANA
ROSMARINUS OFFICINALIS 'HUNTINGTON CARPET' / HUNTINGTON CARPET ROSEMARY



BACKGROUND SHRUBS
AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE
ANIGOZANTHOS X 'BUSH PEARL' / BUSH PEARL KANGAROO PAW
ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' / HOWARD MCMINN VINE HILL MANZANITA
ARCTOSTAPHYLOS X 'EMERALD CARPET' / EMERALD CARPET MANZANITA
CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH
ENCELIA CALIFORNICA / CALIFORNIA ENCELIA
LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD' / GREEN CLOUD TEXAS SAGE
MUHLENBERGIA RIGENS / DEER GRASS
MYOPORUM PARVIFOLIUM / TRAILING MYOPORUM
SALVIA LEUCANTHA / MEXICAN BUSH SAGE
YUCCA FILAMENTOSA / ADAM'S NEEDLE



DRIVE ENTRY SHRUBS
AGAPANTHUS AFRICANUS 'MONKAGEYAMA' / SUN STRIPE® AFRICAN LILY
AGAVE AMERICANA / CENTURY PLANT
HESPERALOE PARVIFLORA / RED YUCCA
JUNCUS PATENS / CALIFORNIA GRAY RUSH
LAVANDULA X ALLARDII 'MEERLO' / MEERLO LAVENDER
MUHLENBERGIA DUBIA / PINE MUHLY
ROSMARINUS OFFICINALIS / ROSEMARY
SENECIO MANDRALISCAE 'BLUE CHALK STICKS' / SENECIO
WESTRINGIA FRUTICOSA 'GREY BOX' / DWARF COAST ROSEMARY



PATIO
ASPIDISTRA ELATIOR / CAST IRON PLANT
BUXUS MICROPHYLLA / LITTLELEAF BOXWOOD
CAREX PANSA / MEADOW SEDGE
DIANELLA TASMANICA / FLAX LILY
FESTUCA MAIREI / ATLAS FESCUE
IRIS DOUGLASIANA / DOUGLAS IRIS
LIRIOPE MUSCARI 'VARIEGATA' / VARIEGATED LILYTURF
MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS
NANDINA DOMESTICA 'LEMON-LIME' / LEMON-LIME HEAVENLY BAMBOO



CRUSHED ROCK
-

## CONCEPT GRAPHICS SCHEDULE



ENHANCED CONCRETE



PUBLIC ART FEATURES

Source: RSP Architects

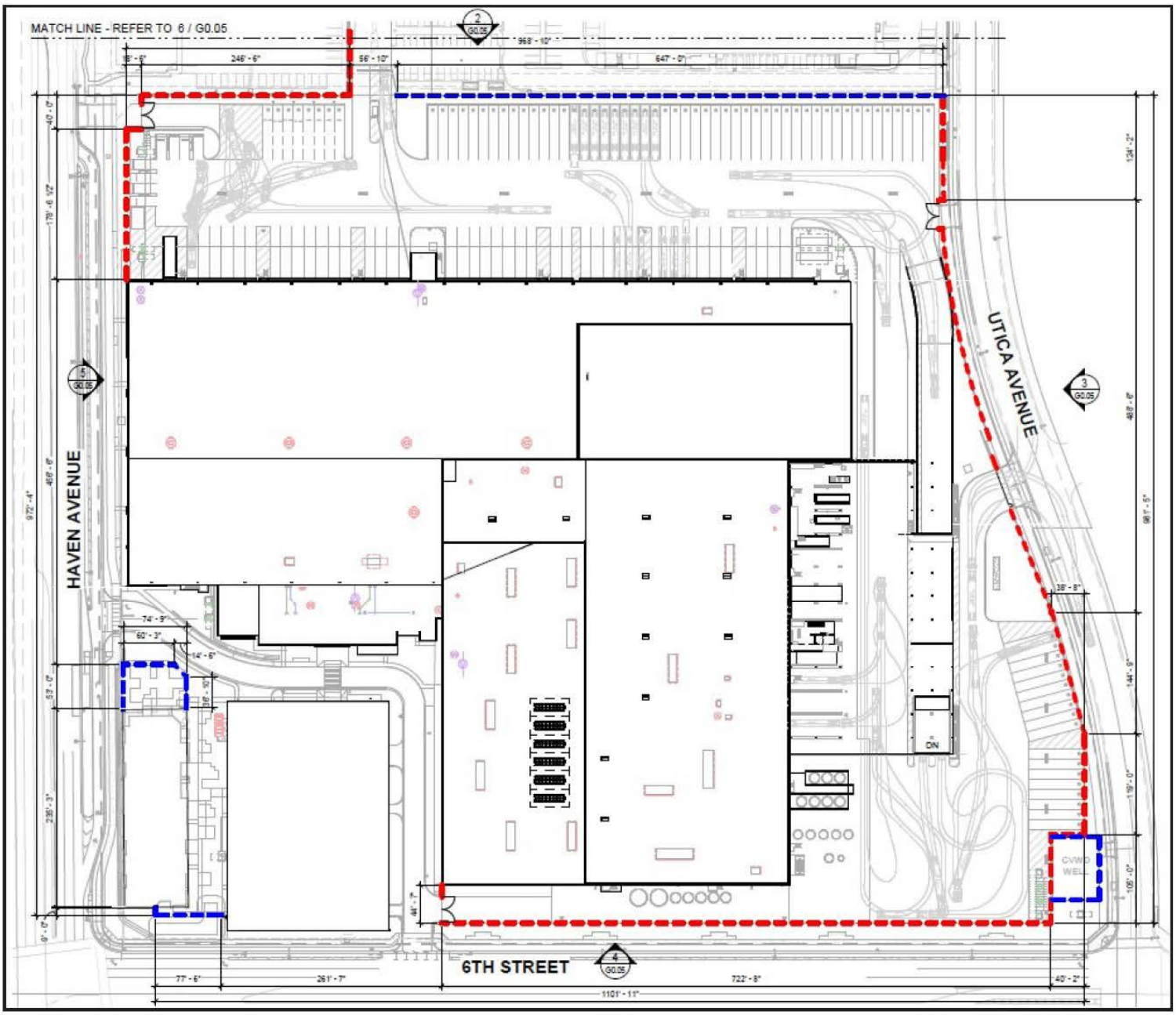
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Exhibit 3-9c Preliminary Landscape Legend

El Camino Project
Rancho Cucamonga, California

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## LEGEND

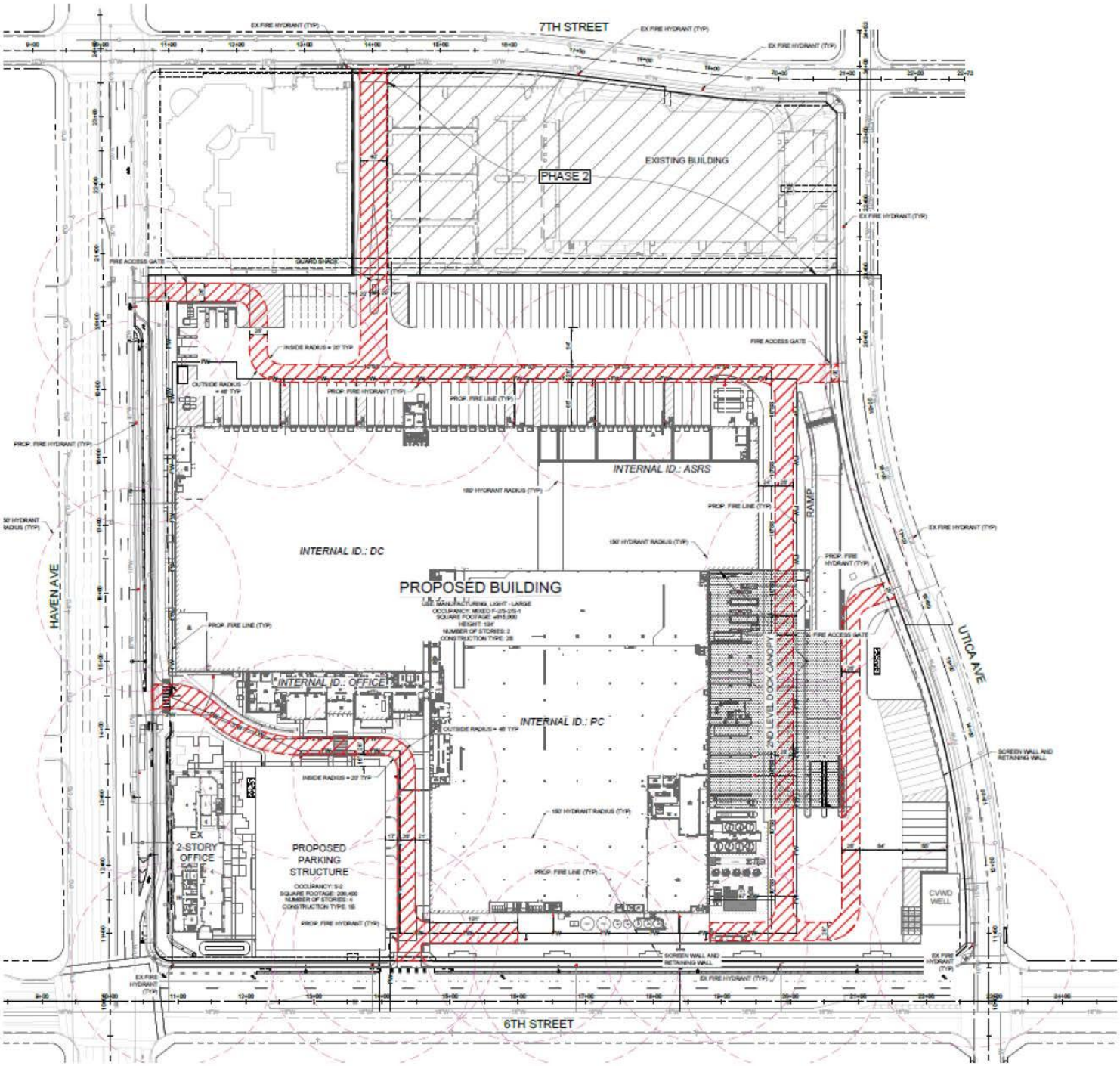
- INDICATES LOCATION OF SCREEN/RETAINING WALLS
- INDICATES LOCATION OF ORNAMENTAL FENCES

Source: RSP Architects

# Exhibit 3-10 Wall and Fence Plan

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El Camino Project
Rancho Cucamonga, California




LEGEND

- FIRE ACCESS ROAD
- 150' FIRE HYDRANT RADIUS
- FIRE HYDRANT

NOTES:

1. "ALL ROADS FOR FIRE ACCESS WILL BE CAPABLE OF SUPPORTING 80,000 POUND GROSS VEHICLES"

Source: RSP Architects

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# Exhibit 3-11 Circulation Plan

El Camino Project
Rancho Cucamonga, California

The Master Plan indicates the Project proposes more than the required number of distribution related and trailer parking per the RCMC, but it proposes fewer passenger vehicle parking spaces overall when compared to the amount calculated with parking rates from the RCMC. The Parking Study found the proposed parking to be sufficient for the anticipated parking demand based on the highly coordinated operations of the Project.

**Land Use Approvals**

The entitlement process will require review and approval from the City's Design Review Committee (DRC), the Planning Commission, and the City Council. The Project involves a Master Plan as an entitlement tool to adopt specific development standards for the Project that vary from the City codes but incorporate various community benefits in exchange for the identified deviations from the City Code requirements. The Project requires the following discretionary actions/approvals:

- Master Plan (DRC2023-00072) - The Project site is presently zoned ME2 Mixed Employment designation. The Project Master Plan identifies specific exceptions to the zone development standards. It also includes building details, elevations, landscaping and fencing plans, and other design elements.

- Design Review (DRC2023-00067) – The Design Review of the site plan and architectural design for the development of the bottling and distribution facility. The Project is being developed in two Phases which are evaluated in the EIR for potential impacts (Phase 1 and Phase 2). A new Design Review or Minor Design Review application will be required by the City for approval once plans for Phase 2 are completed. The City will review Phase 2 plans for consistency with the environmental analysis of the potential environmental impacts for Phase 2 included in this EIR. This applies to both Phase 2A (reuse of the existing building) as well as Phase 2B (demolition of the existing building and construction of a new building).

- Conditional Use Permit (DRC-2023-00068) – The Project will operate a "Manufacturing, Light-Large" land use as defined in the City's zoning ordinance and continue operations of "Wholesale and Distribution, Medium" land use in the Mixed Employment 2 (ME2) District. A Conditional Use Permit (CUP) for Wholesale and Distribution has been included for the Project since this use is no longer permitted in the ME2 zone per the City's updated development standards. Impacts associated with the Project and the CUP (including 1,000 square feet of cold storage space) will be analyzed in the EIR and evaluated in the technical studies.

- Tentative Parcel Map (SUB TPM20713) – The proposed Tentative Parcel Map (TPM) would include a request to consolidate the eight existing parcels and create three new parcels for the Project. The TPM would create the following three lots: Parcel 1 would be approximately 25.39 acres in size for the new industrial buildings, parking structure and office building; Parcel 2 would be 0.68 acres and would provide a new access from 7$^{th}$ Street to the Project site; and Parcel 3 would be 3.88 acres and would encompass the existing 7$^{th}$ Street warehouse building and parking area. Additionally, three lettered lots would be created for access.

- Uniform Sign Program (DRC 2023-00069) - The proposed Project includes the review of a Uniform Sign Program which governs the design and construction of all planned and future signs.

- Tree Removal Permit (DRC2023-00070) –The Project proposes the removal of a number of trees that require the submittal of a removal permit as the identified trees meet the intent of Section 17.80 of the City's Development Code.

- Development Agreement (DRC2024-00163): A statutory development agreement, pursuant to California Government Code Section 65864 *et seq*. and Rancho Cucamonga Development Code Section 17.22.060, may be processed concurrent with the approval of this Project that would provide the project applicant with assurance that development of the project may proceed subject to the rules and regulations in effect at the time of project approval. The Development Agreement would also provide the City of Rancho Cucamonga with assurance that certain obligations of the project applicant would be met, such as the required timing of public improvements, the Applicant's contribution toward funding community improvements, and other conditions. No physical changes in the environment (beyond those described herein) are assumed in connection with the Development Agreement.

**Master Plan and City Development Code**

Section 17.112.010 of the City of Rancho Cucamonga Development Code (RCDC) permits deviations from City Code Section 17.138.020 within special planning areas, which requires Projects with the Mixed Employment 2 (ME2) zoning designation to comply with specific design criteria including block size, circulation and building types. The Project and production/manufacturing use (Manufacturing, Light) require a Master Plan and Conditional Use Permit (CUP), per the City's development standards that were updated in May of 2022. The Master Plan is a tool for projects to establish site-specific development standards in order to allow flexibility in development while still meeting General Plan objectives. Section 17.22.020 of the City's Development Code describes the following regarding master plans:

> The purpose of a master plan is to allow for the coordinated comprehensive planning of a subarea of the city in order to accomplish any of the following objectives:
>
> 1. Protect a unique environmental, historical, architectural, or other significant site feature that cannot be adequately protected by adoption of another land use zone.
>
> 2. Allow the development of an exceptional project design that cannot be built under an existing zone or due to constraints of existing development standards.
>
> 3. Further the implementation of specific goals and policies of the city as provided in the general plan.
>
> 4. "Plan ahead" and look beyond the limits of a particular property to solve circulation, drainage, and neighborhood compatibility problems.
>
> 5. Provide flexibility.

Section 17.22.020 also provides a description of the master plan review process and document requirements.

**New Water Well**

Site development during Phase 1 would include the construction of an onsite groundwater supply well, located at the southeastern corner of the Project site at 6$^{th}$ Street and Utica Avenue. A 16-foot wide driveway would be constructed so that the Cucamonga Valley Water District (CVWD) would have direct access to the well and associated infrastructure. The well must meet

CVWD standards and requirements and the state Department of Water Resources has setback requirements of wells from nearby sewer lines, drainage lines, etc.

CVWD has decided not to upsize the proposed well beyond the capacity required to meet the Project's peak demand (1,270 gallons per minute) so both the well and the transmission main would be required to only meet the demands of the proposed Project.

The applicant will prepare preliminary well plans including both physical and electrical infrastructure, subject to change based on final design. Some elements, such as the well screen, may be modified based on analysis during well construction. The applicant will then prepare an equipment schedule based on requirements from CVWD Specifications and plans for the maintenance yard, grading, storm drain, and other improvements as needed including a driveway apron plan for City review. A well discharge line would be constructed to the property line for future "hook up" to the transmission line and arrangements made to convey the well discharge water to the local storm drain during testing of the well.

Next, the applicant will prepare and submit plans, specifications, and estimates (PSE) to the CVWD for review, comment, and approval. The applicant and CVWD staff will coordinate on transformers and meters with either Rancho Cucamonga Municipal Utilities, Edison, and the City as appropriate. Ownership of the well and electrical service would transfer to CVWD once the well is completed.

The applicant would be responsible for obtaining the necessary City, county, and state permits for drilling and installing the well, including a permit amendment through the State Department of Drinking Water with support from CVWD. The applicant will construct the well which includes testing to determine the design of the well screen.

Afterwards the applicant will conduct post-construction testing and flow monitoring, which includes development of the well and pump testing, which will be documented in a final well drilling report and the information will be used to select a properly sized pump. Final inspection will include a video log to verify internal conditions (i.e., no blockage or intrusions) and a plumbness check to verify alignment as well as disinfection prior to use.

The survey, engineering, plans and specifications would be prepared by CVWD and coordinated through their Construction Improvement Plan Engineering Manager. The transmission main will be included in a groundwater well agreement.

As a component of well construction, the Project would be required to construct a water transmission line of approximately 2,700 linear feet of 12-inch cement mortar lined and coated pipe. The new line will run from the well site south to the 6$^{th}$ Street right-of-way (ROW) then east within the 6$^{th}$ Street ROW, then north along the Cleveland Avenue ROW and tie into an existing 16-inch inlet for two steel tank reservoirs located at the northeast corner of 7$^{th}$ Street and Cleveland Avenue northeast of the Project site. The locations of these water lines are shown in Exhibit 3-12, *CCWD Water Well Lines*. Raw water from the Project well will be chlorinated before storage in the reservoirs and will then become part of the CVWD's regional water supply and distribution system.

The elevation at the well site is approximately1,062 feet AMSL and 1,118 feet AMSL at the reservoir site. Therefore, the well pump has been sized appropriately to "boost" the untreated water uphill to the two reservoirs. The larger pump and new transmission line have been

included in the technical studies evaluating Project impacts (i.e., air quality, greenhouse gas emissions, energy, and noise).

Water pumped during well construction and development will be diverted to the storm drain in the adjacent 6th Street consistent with the City's water quality regulations (i.e., approved NPDES permit). This construction phase water has been incorporated into the Project impact analysis. The Project proponent has and will continue to coordinate with CVWD to secure all necessary permits and entitlements for the water well and related facilities. Fencing and screening materials would be provided around the well site facility and would limit access to authorized personnel only (CVWD District employees).




| 1" = 283 ft | Sub Title | 06/28/2023 | Cucamonga Valley Water District<br>Service Beyond Expectation |
|---|---|---|---|

This map may represents a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up-to-date information.

Source: Cucamonga Valley Water Disttrict



# Exhibit 3-12 CVWD Water Well Lines

El Camino Project
Rancho Cucamonga, California

MIG

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**Co-Generation Facility**

In addition to the currently planned buildings and infrastructure improvements, the Project, would construct an onsite microgrid Co-Generation Facility (Cogen). Co-Generation is the production of electricity from waste heat that would otherwise be lost from the industrial process. In addition, this Cogen Facility is proposing to capture carbon dioxide ($CO_2$) from the industrial exhaust to generate beverage grade $CO_2$ that will be used to carbonate beverages. All $CO_2$ would be captured from industrial engine exhaust, cleaned using a closed loop washing system, and then liquified. It is then stored on site after verifying it meets the International Society of Beverage Technologies and Coca Cola Stringent $CO_2$ Beverage standards. The industrial exhaust will first go to a separate Selective Catalytic Reduction system to control Nitrogen Oxides (Nox) and ammonia, then go to a separate $CO_2$ recover system for cleaning, liquefication, and storage. There would also be a bypass on the $CO_2$ recovery system to allow for maintenance.

The Cogen Facility would be constructed in two phases. The equipment foundation, utility connections, and necessary infrastructure would be constructed during Phase 1 to support the buildout and startup operation of the facility that will occur in Phase 2. The system would be sized to base load so all energy produced can be utilized solely at the Project site. A wide range of gases can be utilized to power the combined heat and power engines (natural gas, renewable natural gas, hydrogen, etc.). A utility extension would be required to connect the system to the existing natural gas network.

The Cogen Facility would be able to produce approximately 24,656.5 million kilowatt-hours of electricity from two generators and would be able to produce approximately 11,550 tons/year of beverage grade $CO_2$. Additionally, thermal energy of up to 23,888,000 million British Thermal Units per Year could be integrated into future industrial processes. The production of beverage grade $CO_2$ onsite would reduce the number of truck trips required to fulfill the beverage grade $CO_2$ demand for the manufacturing process at the Project site.

At 100% full load operation (24 hours/day times 7 days per week or 8,760 hours per year), each generator would generate 13,499 megawatts-hours per year gross (or both producing 26,998 MW-hours/year) which represents 26,157 MM British Thermal Units (BTU) of recoverable waste heat per generator per year with both generators producing 52,315 MMBTU per year and 5,650 to 6,263 tons $CO_2$ recovered per year per generator or a total of 11,440 to 12,527 tons per year of $CO_2$. Air quality modeling prepared for this EIR used 11,500 to 12,500 tons per year as a reasonable estimate. It should be noted that all the above values would scale linearly with less operating time – for example, 91.3% (8,000 hours) and 93.6% (8,200 hours) is regularly called out in the air quality analysis. Therefore, at a minimum, it is estimated the Cogen facility would generate 24,656 MW-hrs/year, 47,776 MMBTU waste heat recovery/year, and 10,320 short tons $CO_2$ recovered per year. It should be noted 7 days per week was used as a worst case scenario but the anticipated operation of the facility would be 6 days per week.

The Cogen Facility would require the construction of up to three vertical exhaust towers that have been integrated into the design of the truck parking deck. The primary constituent of the exhaust would be steam or water vapor. These towers are shown in Exhibit 3-7, Building Elevations. A Design Review or Minor Design Review and environmental review would be required at the time this facility is proposed for installation on the Project site.

While the Cogen Facility has not been fully designed as yet, the following “worst case” range of data is provided to accurately estimate the potential impacts of this system.

- General Size of Facility (note the facility is anticipated to be located within or adjacent to the two-story truck court, beside the ASRS:
    - Square Footage: 13,000 – 20,000 SF
    - Likely have a small enclosure for electrical and other sensitive or noisy equipment.
- Typical Fuel Usage:
    - 12,000 – 13,000 MBTU/Hour
    - Expectation is 100% renewable natural gas (RNG)
- Anticipated Annual hours of use and total fuel use): 7,700 – 8,200 hours
- Typical Power:
    - Gross power supply: 3.0 Megawatts (MW)
    - Net power supply (after servicing the $CO_2$ system): 2.5 – 2.6 MW
        - Estimated max daily Megawatt-Hours (MWH) to facility (Net): 50 - 60
        - Estimated annual MWH: 20,000 – 21,900 MWH (based on 8,000 hours and 8,769 hours, respectively)
        - The system is anticipated to be designed to run purely off the fuel described above and will be integrated into the switchgear to optimize plant power supply.
- Anticipated Maximum Noise: 65 dbA at 10 feet
- Maximum Wastes anticipated:
    - Process water drains: 400 - 450 kilograms per hour (kg/hour)
    - Reclaim drains: 0.5 – 0.75 kg/h
    - Cooling tower bleed: 400 – 500 kg/h
- Anticipated Project GHG Reduction:
    - Detailed worst case analysis of GHG emissions included in Section 4,8, *Greenhouse Gases*, estimated the co-gen facility could result in a reduction of 10,000 to 12,500 short tons as up to 80-94% of $CO_2$ emissions from the power process are 'captured' and injected into the bottles during production. Additional upside may include if the facility utilizes the waste thermal energy for water recovery purposes.
    - Annual trips reduction in truck traffic flow onsite due to reduction of outside $CO_2$ supply. At 14.7 tons per tanker delivery, onsite CO2 generation could avoid 600 to 850 truck trips per year.

**Drainage**

The Project site is relatively flat but Project grading would need to import approximately 122,000 cubic yards of soil fill to achieve the needed elevations, slopes, and contours to facilitate building design and connections to existing offsite utilities, including flood control. The Project site would maintain the same general drainage pattern and would be graded to convey runoff

within the Project site; no stormwater run-on to the Project site would occur. The Project Hydrology Study and Water Quality Management Plan (Appendix I) indicate the site has seven existing drainage management areas (DMAs) or Drainage Areas (DAs). The locations of these seven DMAs are shown in Exhibit 4.10-4, Water Quality Management Plan. Onsite runoff from these areas would be directed to the following new onsite drainage facilities that would be constructed as part of the Project:

**Phase 1** Drainage Areas 1 through 3 convey stormwater flows to catch basins and the planned subsurface infiltration system (BMP Basins 2 and 3) and ultimately offsite to City storm drains when the design capture volume has been met. Drainage Area 4 at the southwest portion of the Project site and the sidewalk and landscaping fronting the existing office building the adjacent streets will all flow into a water quality surface basin (BMP Basin 4) and ultimately drain toward the public right-of-way through the landscape areas. Drainage Area 5 consists of landscaping areas adjacent to 6th Street, Utica Avenue and Haven Avenue and storm water will be self-treated through infiltration. The excess runoff ultimately discharges to the right-of-way due to the drainage pattern.

**Phase 2A** proposes to use the existing building and parking lot with only minor tenant improvements so the existing drainage pattern for this part of the site will not be affected.

**Phase 2B** Drainage Area 1 conveys storm water via sheet flow to storm drain inlets and then to a subsurface bioretention basin. Drainage Area 2 is a landscaped area adjacent to Utica Avenue and 7$^{th}$ Street and storm water will be self-treated by onsite infiltration (BMP Basin 1).

The Project would include four (4) stormwater detention basins per the Project Water Quality Management Plan (WQMP) included in Appendix I and the Preliminary Hydrology Report included in Appendix H. The four water quality/detention basins are referred to as Best Management Practice (BMP) Basins 1-4 as described above. For more detailed information on the basins and other water quality BMPs, see Section 4.10, *Hydrology and Water Quality*. The Project grading plan indicates the existing site has 150,000 square feet (sf) of existing impervious area, all of which would be removed and replaced by 151,000 sf of impervious area.

**Utilities**

*Storm Drain.* The Project will construct a new 24-inch storm drain in the on-site road north and east of the new parking structure, and a new 30-inch storm drain will be constructed on-site between Phases 1 and 2 running east-west between Haven Avenue and Utica Avenue. A new 24-inch line will also be constructed in the eastern portion of the site along the east side of the new ASRS and PC buildings which will have 16-18-inch connections and flow south to connect to the existing 30-inch storm drain line along the north side of 6$^{th}$ Street. Phase 2 will connect to the existing storm drain line in 7$^{th}$ Street to the north.

*Water.* The Project will construct a new 10-inch water line in the road north and east of the new parking structure, and new connections will be made from each new building to the existing lines in surrounding streets, including a 10-inch main along the east side of Haven Avenue, 16-inch line in the center of 6$^{th}$ Street, and a 10- to 12-inch line in the center of Utica Avenue. There will also be new water lines for fire flow around the perimeter of the site fed by main lines along the east side of Haven Avenue, in 6$^{th}$ Street, Utica Avenue, and 7$^{th}$ Street.

*Sewer*. The Project will construct a new 10-inch sewer line between Phases 1 and 2 and along the east sides of the new ASRS and PC buildings to connect to the 12-inch main in 6th Street, an 8-inch main in Utica Avenue, and a 15-inch main in Haven Avenue.

*Electricity.* The Project will have underground electrical connections to area service lines along all of the perimeter streets.

*Natural Gas.* The Project will construct new onsite lines to connect to the 8-inch main located along the north side of 6th Street.

**Other Improvements/Areas**

The Project would also have other improvements typical of similar industrial development. The proposed structures would have office and mezzanine areas to allow for flexibility in the floor plans for building layout. The mezzanines would include guest seating and lobby areas. A patio or break area would be located outside each office/mezzanine area for use by employees. Walkways accessing the site and buildings would be compliant with Americans with Disabilities Act (ADA) requirements. Trash enclosures would also be located adjacent to the buildings. It should be noted that timing of various onsite improvements is related to actual construction according to the established phasing plan and would be as shown in the project development plan included in Appendix M. All of these fit within the construction schedule and intensity described in the Project Description.

**Construction Activities**

Various construction processes would be required for Project development including: (1) demolition, (2) site preparation, (3) grading, (4) utility construction, (5) building construction, (6) paving, (7) architectural coating, (8) landscaping, and the applicable off-site improvements conditioned by the City. Phase 1 of the Project is expected to commence with demolition in 2024 with a total duration of approximately 24 months. Phase 1 is anticipated to be completed in 2026. It should be noted that 2024 was the original estimate which was used to model the Project air pollutant emissions – that date has passed but the earlier date was kept as a worst case condition since emissions are reduced over time as regulations become more strict in the future.

Phase 2 of the Project would occur subsequent to completion of Phase 1 which is anticipated to begin in 2027. It is currently assumed that Phase 2A (reuse of the existing building) will be the selected option and would not require demolition or other site preparation/grading. Under this option, the interior of the Phase 2A building would be reconfigured for Project uses with new landscaping provided.

If Phase 2B (new construction) is eventually selected, then full construction activities would be required including: (1) demolition, (2) site preparation, (3) grading, (4) utility construction, (5) building construction, (6) paving, (7) architectural coating, (8) landscaping, and the applicable off-site improvements conditioned by the City.

The currently estimated construction activities for Phase 1, Phase 2 (worst case = Phase 2B), and the proposed onsite well, are described in Tables 3-7 through 3-9. However, it must be noted that the actual schedule for demolition and construction activities may differ from the currently anticipated schedule due to unforeseen circumstances and could exceed the dates

indicated in these tables. However, the technical studies and DEIR analyses are based on reasonable worst case assumptions about the magnitude and timing of construction so it is also possible that actual construction activities may have less impact and require less time than indicated in the tables. In addition, it is also possible there may be overlap between the operation of Phase 1 and the construction of either Phase 2A or 2B which would change the duration days shown in the tables which affects the timing and/or magnitude of potential impacts (i.e., more overlap may increase daily emissions but reduce the timeframe of construction impacts).

**Table 3-7**
**Phase 1 – Facility Construction Activity, Duration, and Typical Equipment**

| Construction Activity[(A)] | Duration (Days)[(B)] | Typical Equipment Used[(C)] |
|---|---|---|
| Demolition of Existing Buildings | 70 | Saws, Excavator, Dozer |
| Sitework (Grading and Utilities) | 125 | Excavator, Grader, Dozer, Tractor/Loader/Backhoe |
| Production Center (PC) and Distribution Center (DC) Structure and Enclosure | 215 | Crane, Forklift, Tractor/Loader/Backhoe |
| AS/RS and Enclosure | 335 | Crane, Forklift, Tractor/Loader/Backhoe |
| Renovation of Existing 2 Story Office Building | 245 | Crane, Forklift |
| Site Paving – North and East | 80 | Paver, Paving Equipment, Roller |
| Production Center and Distribution Center Finishes | 120 | Crane, Forklift, Tractor/Loader/Backhoe, Scissor Lift |
| Parking Structure | 200 | Crane, Forklift, Tractor/Loader/Backhoe |
| Site Paving – South and West | 125 | Paver, Paving Equipment, Roller |
| Landscaping | 110 | Tractor/Loader/Backhoe, Forklift, Skip Loader |
| Haven Offsite Improvements | 170 | Tractor/Loader/Backhoe, Paver, Paving Equipment, Roller |
| 6th Street Offsite Improvements | 170 | Tractor/Loader/Backhoe, Paver, Paving Equipment, Roller |

Source: Kimley Horn[5]

(A) Construction phases would overlap to accommodate an approximately 24-month construction schedule.

(B) Days refers to total active workdays in the construction phase, not calendar days.

(C) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

**Table 3-8**
**Phase 2B – Construction Activities**

| Construction Activity[A] | Duration (Days)[B] | Typical Equipment Used[C] |
|---|---|---|
| Demolition | 20 | Saws, Excavator, Dozer |
| Site Preparation | 10 | Dozer, Tractor/Loader/Backhoe |
| Grading | 20 | Excavator, Grader, Dozer, Backhoe |
| Co-Gen System Installation[D] | 230 | Crane, Forklift, Backhoe, Welder, Generator |
| Building Construction | 230 | Crane, Forklift, Backhoe, Welder, Generator |
| Paving | 20 | Paver, Paving Equipment, Roller |
| Architectural Coating | 20 | Air Compressor |

(A) Phases would occur sequentially.
(B) Days refers to total active workdays in the construction phase, not calendar days.
(C) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.
(D) Co-gen installation based on default "Building Construction phase information in CalEEMod.

**Table 3-9**
**Groundwater Well Construction Activities**

| Construction Activity[A] | Duration (Days)[B] | Typical Equipment Used[C] |
|---|---|---|
| Well Site Preparation | 11 | Tractor/Loader/Backhoe |
| Rough Grading and Over Excavation | 18 | Tractor/Loader/Backhoe, Roller |
| Well Site Fencing | 29 | Tractor/Loader/Backhoe |
| Well Drilling | 65 | Tractor/Loader/Backhoe, Drill Rig, Forklift |
| Building Construction | 65 | Excavator, Tractor/Loader/Backhoe, Crane, Generator Set |
| Water Tank | 89 | Crane, Tractor/Loader/Backhoe, Air Compressor |
| Pump and Motor Installation | 10 | Tractor/Loader/Backhoe |
| Hydropneumatic Tank | 10 | Tractor/Loader/Backhoe, Crane |
| Treatment System | 35 | Crane, Tractor/Loader/Backhoe, Generator Set |
| Piping and Appurtenances | 50 | Tractor/Loader/Backhoe, Generator Set |
| Site Electrical Equipment | 45 | Forklift, Tractor/Loader/Backhoe |
| Underground Electrical | 25 | Excavator, Tractor/Loader/Backhoe, Generator Set |

| Construction Activity[(A)] | Duration (Days)[(B)] | Typical Equipment Used[(C)] |
|---|---|---|
| Underground Pipeline | 37 | Tractor/Loader/Backhoe, Excavator, Generator Set |
| Finish Grading | 33 | Tractor/Loader/Backhoe |
| Demolition of Sidewalk | 8 | Concrete Saw, Skid Steer Loader, Tractor/Loader/Backhoe |
| Paving and Sidewalk | 21 | Cement and Mortar Mixer, Pavers, Rollers, Tractor/Loader/Backhoe |
| Paint and Coatings | 35 | Air Compressor, Generator Set |

Source: NRRPD[6]

(A) Phases would occur sequentially.

(B) Days refers to total active workdays in the construction phase, not calendar days.

(C) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each workday.

**Grading**

Grading studies by the Project civil engineer (7-24) indicate site grading will still require the import of soils for Phase 1 and Phase 2B (new building) is selected. The Project grading plan indicates the site will require 22,000 cubic yards (cy) of cut and 144,000 cy of fill which will result in the net import of approximately 122,000 cubic yards of soil to the site to create the necessary pads and elevations onsite to support Phase 1 of the proposed Project. For Phase 2A, the existing building would be reused so no grading would be required. For Phase 2B, up to 16,200 cy of exported fill material would be generated for construction of the new building.

**Operational Activities**

***Existing Operations- Beverage Facility.*** The existing facility is a direct source/store distribution facility that delivers beverage products to stores and restaurants through truck deliveries of approximately 60-75 truck trips per day. The facility also receives existing inbound trucks that bring in products to the facility for sorting and re-distributing. There is no production currently at the facility. The facility currently operates with a total of 185 employees that operate through three shifts in a 24 hour per day, six days per week operation. The shifts are as follows:

First Shift: 5 am – 1:30 pm (12 employees)

Second Shift: 8 am – 5 pm (20 employees)

Third Shift: 5 pm – 1:30 am (61 employees)

Drivers:5 am – 1:30 pm (75 employees)

Administrative Staff: 8 am – 4:30 pm (17 employees)

***Future Operations- Beverage Facility.*** The Project would allow for the manufacturing, bottling, and distribution of beverage products from the warehouse facility. The facility would continue to provide deliveries to stores and restaurants through truck deliveries within the local area as well as the surrounding region (e.g., Inland Empire). Additional truck trips are anticipated for the

delivery of raw goods for the production of beverages. The Project level of service (LOS) traffic study prepared for the Project indicates it will generate a total of 1,385 total truck trips per day while the existing facility generates approximately 297 truck trips per day (F&P 2024a). This is further discussed in Section 4.17*, Transportation*. The facility would continue to receive inbound trucks that bring in products to the facility for sorting and re-distributing. The facility would operate with a total of 474 employees and visitors at the maximum peak operational capacity, that operate through 3 shifts in a 24-hour day, 6 days per week operation. The shifts are as follows:

***Production Center (PC) Facility***

First Shift: 5 am – 1:30 pm (12 employees)

Second Shift: 8 am – 5 pm (20 employees)

Third Shift: 5 pm – 1:30 am (61 employees)

Drivers:  5 am – 1:30 pm (75 employees)

Administrative Staff: 8 am – 4:30 pm (17 employees)

***Distribution Center (DC) Facility***

- First Shift: 5 am – 1:30 pm (161 employees)
- Second Shift: 1 pm – 9:30 pm (130 employees)
- Third Shift: 9:30 pm – 5 am (125 employees)

***Existing Operations- Office Buildings.*** The existing office development consists of two multi-tenant office buildings that were occupied by financial institutions, medical uses, small deli/food uses, and similar office uses. Most of the office spaces are vacant.

***Future Operations- Office Building.*** Future use of the office building that is retained would be occupied by the Project with office and marketing staff to support the beverage facility. The total number is anticipated to be 30-40 employees who would occupy the 32,860 square foot building. For the purposes of this EIR, it is assumed a maximum of 40 employees will be analyzed for a more conservative assumption.

***Existing Operations- 7th Street Warehouse.*** The existing 7th Street Warehouse is currently occupied by a manufacturing/warehouse use that currently operates Monday through Friday from 8:00 am to 5 pm and has a total of 12 employees.

***Future Operations- 7th Street Warehouse,*** Future use of the building would include relocation of the fleet shop, product recycling, customer services, and facility maintenance teams to this building location. These previously listed operations would occur within Phase 1 prior to the operation of Phase 2. Once Phase 2 is complete, employees from the Phase 1 locations onsite would permanently relocate to this facility. Additional parking would be provided to support operations of this building.

## 3.6 – Project Design Features

The following design features will help reduce potential planning and/or environmental impacts of the Project:

**Views Along Haven Avenue.** Although the Project has one large building in the central and west-central portion of the site, the main building is "L" shaped and wraps around the one existing office building that will remain as well as the new parking structure in the southwest portion of the site. The interior road separating the main building from the office building and parking structure will help visually break up views of the site along Haven Avenue. The taller portions of the new Project buildings will be located in the central and northeastern portions of the site so that drivers and pedestrians will have limited views of the taller buildings. In addition, the three exhaust towers have been integrated into the design of the truck parking deck so they do not protrude above the roofline of the new building.

**Solar Energy/Battery Storage Systems.** The Project will have rooftop photovoltaic (PV) solar panels to help offset its increased electrical energy use. The (PV) system will be capable of generating approximately 2.8 Megawatt-hours of electricity per year from on-site sources. Under Phase 2, the proposed Project would feature an approximately 2,000 kilowatt (kW) rated battery energy storage system which would allow the project to "bank" excess electricity generated at the site during the daytime hours and re-use it during the evening and nighttime hours when the PV system would not actively be generating electricity (i.e., because the sun would not be out).

**Cogen System.** In addition to the PV system, the proposed Project would install a combined heat and power or cogeneration system (Cogen) as part of Phase 2A or 2B. This system would be able to produce approximately 27,000 Megawatt-hours of onsite electricity each year that would otherwise have to be supplied from the regional grid. The Cogen Facility would direct the heat produced from fuel combustion to the Project's boilers which would reduce the quantity of natural gas required by the boilers for water-heating and beverage-production purposes. As noted above, in Phase 2 the Project will have a 2,000 kW rated battery energy storage system to "bank" electricity generated by the PV system at the site during the daytime hours.

**Onsite $CO_2$ Production.** The CHP generator would also be equipped with an Advanced Amine Technology (AAT) emissions control system to capture some of the carbon dioxide ($CO_2$) emissions from natural gas combustion and refine it onsite into beverage-grade $CO_2$. This onsite refinement process would provide the production facility with a key component of the carbonated beverage making process. With this system, the proposed Project would reduce and/or eliminate the need for $CO_2$ to be imported from the site and could actually serve as a $CO_2$ distributor in some instances, depending on the beverage throughput of the facility, providing a quantity of beverage-grade $CO_2$ to meet the needs of other facilities in the area.

**EV Charging System.** In addition to benefits related to the PV system and CHP generators, the proposed Project would also install electric vehicle (EV) charging infrastructure for trucks and passenger vehicles.

**Landscaping.** The Project will install landscaping including trees which will eventually help shade buildings which will incrementally reduce air conditioning needs, and help shade employee rest areas for enhanced comfort and improved views. Further, landscaping along the perimeter of the site includes enhanced paving and seating areas for the benefit of the public.

## 3.7 – Intended Uses of this EIR

The City of Rancho Cucamonga will use this Project EIR to support the following entitlements or approvals requested of the City by the Project proponent:

- Environmental Impact Report (SCH# 2023080369)
- Master Plan (DRC2023-00072)
- Design Review (DRC2023-00067)
- Conditional Use Permit (DRC-2023-00068)
- Tentative Parcel Map (SUB TPM20713)
- Uniform Sign Program (DRC 2023-00069)
- Tree Removal Permit (DRC2023-00070)
- Development Agreement (DA) (DRC2024-00163)

Following certification of this EIR by the lead agency (City of Rancho Cucamonga), other agencies may use this EIR in the approval of subsequent implementation actions and/or regulatory permitting activities. These agencies may include but are not limited to those listed below and responsible agencies are noted with an asterisk (*):

**Federal Agencies**

- None

**State and Regional Agencies**

- Department of Water Resources* - new well certification
- South Coast Air Quality Management District* (SCAQMD) – Permits for individual pieces of equipment as appropriate.
- South Coast Air Quality Management District* (SCAQMD) – Rule 2305 – New Warehouses
- Cucamonga Valley Water District* (new water well permits for construction and operation)
- Connection permits and approvals by various regional utility providers

**Local Agencies**

- Connection permits and approvals by various local utility providers

**References**

1 Ramboll Environ. (2017). *Phase 1 Environmental Site Assessment, BCI Coco-Cola Bottling Company of Los Angeles LLC, 10670 Sixth Street, Rancho Cucamonga, California.* Page 1. Milwaukee, Wisconsin: Ramboll Environ US Corporation

2 Rancho Cucamonga (2020) General Plan. *City of Rancho Cucamonga 2020 General Plan*, adopted December 2021.

3 Rancho Cucamonga Municipal Code (RCMC) website, last updated January 1, 2024 https://www.cityofrc.us/public-safety/community-improvement/municipal-code [website accessed January 2024]

4 San Bernardino County Assessor-Recorder-County Clerk's website https://arc.sbcounty.gov/property-information [accessed January 2024]

5 Kimley Horn. Personal Communication. Email. Fwd: FW: MIG questionnaire. "RC_ElCamino_TechDataRequest_20231011 (Updated).docx". From Candyce Burnett, Kimley Horn, to Sean McPherson, City of Rancho Cucamonga. November 15, 2023. (Kimley Horn, 2023b).

6 North of the River Recreation and Park District. Meadow Creek Well Water Supply and Treatment Facility IS/MND. SCH# 2023070417. (NRRPD 2023).

7 Steve F. Andresen/Arborist Services. *Tree Survey and Letter Report of Findings for the 31-Acre Project in Rancho Cucamonga.* August 28, 2023.

**Acronyms**

| | |
|---|---|
| ADA | American Disability Act |
| AMSL | above mean seal level |
| APN | Assessor's Parcel Numbers |
| ASRS | Automated Storage and Retrieval System |
| CAAQS | California Ambient Air Quality Standards |
| CBC | California Building Code |
| Cogen | Cogeneration |
| CUP | Conditional Use Permit |
| CVWD | Cucamonga Valley Water District |
| DA | Development Agreement |
| DC | Distribution Center |
| DRC | Development Review Committee |
| EV | Electric Vehicle |
| MC | Municipal Code |
| ME 2 | Mixed Employment 2 zoning designation |
| MPO | Metropolitan Planning Organization |
| MWH | MegaWatt-Hour (measure of electrical use = 1 million watts in one hour) |
| NAAQS | National Ambient Air Quality Standards |

| | |
|---|---|
| PC | Production Center |
| RCMC | Rancho Cucamonga Municipal Code |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020-2045 regional plan also called “Connect SoCal” |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |
| SoCab | South Coast Air Basin |
| TDM | Transportation Demand Management |
| TPM | Tentative Parcel Map |
| WQMP | Water Quality Management Plan |

# 4.0 – ENVIRONMENTAL IMPACT ANALYSIS

**Environmental Issues**

This EIR Section explains how the following 20 sections of environmental analysis are organized. As discussed in Section 1.0, the City determined that an EIR would be required for the proposed Project. Section 4.0 of this EIR includes the environmental analysis for each environmental topic for which the proposed Project may result in potentially significant adverse impacts to some or all of the significance thresholds within the following topical areas:

- 4.1 – Aesthetics
- 4.2 – Agricultural and Forest Resources
- 4.3 – Air Quality
- 4.4 – Biological Resources
- 4.5 – Cultural Resources
- 4.6 – Energy
- 4.7 – Geology/Soils/Paleontology
- 4.8 – Greenhouse Gas Emissions
- 4.9 – Hazards and Hazardous Materials
- 4.10 – Hydrology and Water Quality
- 4.11 – Land Use and Planning
- 4.12 – Mineral Resources
- 4.13 – Noise and Vibration
- 4.14 – Population and Housing
- 4.15 – Public Services and Systems
- 4.16 – Recreation
- 4.17 – Transportation and Circulation
- 4.18 – Tribal Cultural Resources
- 4.19 – Utilities and Service Systems
- 4.20 – Wildfire

Each of these 20 topical areas or sections are organized as described below.

- Environmental Setting: Provides an overview of the existing physical environmental conditions in the study area that could be affected by implementation of the Project (i.e., the "affected environment") that are relevant to the to a given topical section.
- Regulatory Framework: Identifies the plans, policies, laws, and regulations that are relevant to each resource area and describes permits and other approvals necessary to implement the Project. As noted above, the EIR needs to address possible conflicts between the Project and the requirements of federal, state, regional, or local agencies, including consistency with adopted land use plans, policies, or other regulations for the area. Therefore, this subsection summarizes or lists the potentially relevant policies and objectives, such as from the applicable *City of Rancho Cucamonga General Plan* or *Municipal Code, or applicable state and federal requirements*.
- Thresholds of Significance: provides the criteria used in this document to define the level at which an impact would be considered significant in accordance with CEQA. Significance criteria used in this EIR are based on the checklist presented in Appendix G of the State CEQA Guidelines, factual or scientific information and data, and regulatory standards of Federal, state, and local agencies.
- Impacts and Mitigation Measures: are listed numerically and sequentially throughout each section, for each Project component. A bold font impact statement precedes the discussion of each impact and provides a summary of each impact and its level of significance. The discussion that follows the impact statement includes the analysis on which a conclusion is based regarding the level of impact and its effect pursuant to local, state and federal regulation and laws. Note that endnotes in the text of these sections refer to references at the end of each analysis section. Each of these sections under each issue (4.1.4, 4.2.4, etc.) will contain the following sub-sections for continuity:
  - Level of Significance Before Mitigation
  - Mitigation Measures
  - Level of Significance after Mitigation
  - Cumulative Impacts
- References and Acronyms

It should be noted that for the analyses in following sections, references to existing uses on the Project site include the operation of a beverage distribution warehouse in the Phase 1 area at the time the NOP was issued.

**Topics within Impact Analysis Sections**

For potential impact and threshold criteria, a determination of the level of significance of the impact is provided in accordance with the following categories:

- **No Impact.** No impact means the Project would have no effect on the environment or the environmental issue or resource addressed is not related to the Project.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.

- **Less Than Significant with Mitigation.** A *less than significant impact with mitigation* would have a potentially substantial adverse impact on the environment but through implementation of mitigation measures, those impacts would be reduced to less than significant levels.
- **Significant and Unavoidable.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.
- **Cumulative Impact.** Identifies potential environmental impacts of past, present and reasonably foreseeable future other projects, in combination with the Project impacts.

**Cumulative Impacts**

In addition to Project-specific impacts, the environmental analysis in this EIR identifies the potential environmental effects associated with cumulative development in each of the 20 topical section of Chapter 4. CEQA Guidelines Section 15130 *et seq.* requires an EIR to analyze the cumulative impacts of the Project in conjunction with other developments that affect or could affect the Project area. Furthermore, CEQA requires that the cumulative impacts must reflect the level of significance of each impact and their likelihood of occurring.

However, the discussion does not need to be as extensive as the discussion of the environmental impacts attributable to the Project. In accordance with CEQA Guidelines Section 15355:

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

Section 15130(a)(1) also states that a "cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." If the combined cumulative impact associated with the Project's impact is not significant, Section 15130(a)(2) of the State CEQA Guidelines states requires a brief discussion determining why the cumulative impact is not significant and why it is not discussed in further detail. CEQA Guidelines Section 15130(a)(3) requires a supporting analysis be included in the EIR if Project's contribution results in a significant cumulative impact that is rendered less than cumulatively considerable and, therefore, is not significant.

Furthermore, CEQA recognizes that although a detailed analysis of cumulative impacts in conjunction with Project-related impacts isn't necessary, the discussion should "be guided by the standards of practicality and reasonableness" (State CEQA Guidelines Section 15130(b)). The discussion of cumulative impacts within this Draft EIR focuses on whether the impacts of the Project make a significant contribution to cumulatively considerable impacts in the area or region.

According to State CEQA Guidelines Section 15130(b)(1), there are two commonly used approaches or methodologies for establishing the cumulative impact setting or scenario:

- The first 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, …"
- The other approach is to use a "summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect"

The approach and geographic scope of the cumulative impact evaluation varies depending on the environmental topic area being analyzed. For most environmental topic areas, the list approach is used. The "universe" or area of potential cumulative impacts is identified for each environmental issue, then project impacts are evaluated relative to the impacts in that "universe".

The Project contributions to any regional cumulative impacts is discussed at the end of each environmental issue section and labeled "Cumulative Impacts." The Project Traffic Impact Analysis (TIA, Appendix K) evaluated all projects within a 5-mile radius from the Project site in the Cities of Rancho Cucamonga, Jurupa Valley, Fontana, and San Bernardino County. The analyses of quantitative cumulative impacts in this EIR are based on a combination of impacts related to the "project list" developed as part of the cumulative traffic analysis by Fehr & Peers in 2024 as well as the "summary of projections" method as appropriate, as authorized by section 15130(b)(1)(B) of the CEQA Guidelines. Table 4.0-1 below summarizes the 174 cumulative development projects in the surrounding area. It should be noted that the detailed list of cumulative projects is from the Fehr & Peers Traffic Study (DEIR Appendix K-3). In addition, a more narrowly-defined list of projects within one mile of the Project site, most of which are within the City of Rancho Cucamonga, are summarized in Table 4.0-2, *Localized Cumulative Projects List (1-Mile Radius)*. These projects are within much closer distance to the Project site and are more likely to contribute to cumulative impacts relative to the Project. The summary of projections are the growth projections from Table 1-1 of the City's General Plan (PlanRC) Environmental Impact Report prepared in 2021 as shown in Table 4.0-3 below.

**Table 4.0-1**
**Summary of Regional Cumulative Projects List (5-Mile Radius)**

| Jurisdiction[1] (number of projects) | Single Family Residential Units | Multi-Family Residential Units | Warehousing and Light Industrial[2] | Other[2,3] Non-Residential Uses |
|---|---|---|---|---|
| Rancho Cucamonga (60) | 92 | 5,728 | 1,786,375 | 212,760 |
| Jurupa Valley (3) | 44 | 0 | 19,700 | 1,100,000 |
| Fontana (92) | 472 | 2,026 | 10,965,691 | 282,660 |
| San Bernardino County (19) | 0 | 0 | 565,365 | 16,933 |
| **TOTAL (174 Projects)** | **608** | **7,754** | **13,337,131** | **1,612,353** |

Source: Fehr & Peers 2024
[1] Cities unless noted
[2] Square Feet
[3] Includes retail and mixed use commercial, office, outdoor yard offices, and other miscellaneous structures

**Table 4.0-2**
**Summary of Local Cumulative Projects List (1-Mile Radius)**

| Jurisdiction[1] (number of projects) | Single Family Residential Units | Multi-Family Residential Units | Warehousing and Light Industrial[2] | Other[2,3] Non-Residential Uses |
|---|---|---|---|---|
| Rancho Cucamonga (7) | 6 | 1,039 | 165,756 | 117,696 |
| Jurupa Valley (2) | 44 | 0 | 0 | 1,100,000 |
| Fontana (0) | 0 | 0 | 0 | 0 |
| San Bernardino County (2) | 0 | 0 | 0 | 2,356 |
| **TOTAL (11 Projects)** | **50** | **1,039** | **165,756** | **1,219,356** |

Source: Fehr & Peers 2024
[1] Cities unless noted
[2] Square Feet
[3] Includes retail and mixed use commercial, office, outdoor yard offices, and other miscellaneous structures

**Table 4.0-3**
**Summary of Projections (GPEIR)**

| Scenario[1] | Population (persons) | Residential Units | Retail/ Commercial[2] | Office[2] | Industrial/ Flex[2] |
|---|---|---|---|---|---|
| Existing Condition | 176,329 | 60,795 | 24,960 | 17,334 | 21,837 |
| No Project | 195,752 | 54,967 | 23,887 | 45,938 | 20,262 |
| Plus Project | 233,088 | 68,092 | 27,459 | 53,138 | 27,439 |
| Difference[3] | 56,759 | 703 | 2,499 | 35,804 | 5,602 |

Source: Table 1-1, Land Use Development Projections by Focus Area and Remainder of City for Buildout, General Plan EIR 2021
[1] No Project = City without updated General Plan, Plus Project = City with updated General Plan
[2] Acres
[3] Difference of Plus Project Conditions minus Existing Conditions

It is important to note that potential cumulative impacts of the Project will be equivalent under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

Most of the projects included in this cumulative analysis are undergoing or will undergo their own independent environmental review under CEQA. Significant adverse impacts of the cumulative projects would be required to be reduced, avoided, or minimized through the application and implementation of mitigation measures for their own proposed development. The net effect of these mitigation measures is assumed to be a general lessening of contribution to cumulative impacts. A complete summary of the cumulative projects within a five-mile radius of the proposed Project site is provided in Table 4.0-4, *Detailed Cumulative Projects List (5-Mile Radius)* and their locations are shown in Exhibit 4.0-1, *Cumulative Projects*. In addition, a more narrowly-defined list of projects within one mile of the Project site is provided in Table 4.0-5, *Localized Cumulative Projects List (1-Mile Radius)*. These projects are within much closer distance to the Project site and are more likely to contribute to cumulative impacts relative to the Project.

## Table 4.0-4
## Detailed Cumulative Projects List (5-Mile Radius)

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| **CITY OF RANCHO CUCAMONGA** | | | | | | | | |
| 1 | RC | Avignon Reserve. 18 condominium units, parcel map and house product | | 18 | | | | in review |
| 2 | RC | 6-lot subdivision. 6 single family residences | 6 | | | | | in review |
| 3 | RC | Lion Gate. 141 Apartments with 12 (11%) very-low-income units | | 141 | | | | in review |
| 4 | RC | Ares / Black Creek. Industrial Development complex on former GenOn site. | | | | | new W, no SF | in review |
| 5 | RC | Alexan at Victoria Gardens. 385 residential apartments | | 385 | | | | deemed complete |
| 6 | RC | Packing House. Remodel/Repurpose existing packing house into a brewery with a tasting room | | | | | brewery | In review |
| 7 | RC | Panattoni 9th and Vineyard. Industrial complex comprised of 3 buildings on vacant land | | | | | No SF Info | deemed complete |
| 8 | RC | Hickory and Arrow Industrial. 33,067 square-foot warehouse | | | 33,067 | | | |
| 9 | RC | Patriot Partners Whittram. New spec industrial ~86,000 square feet of industrial with 3,000 feet of office | | | 86,000 | 3,000 | | deemed complete |
| 10 | RC | Ling Yen Mountain Temple. Construction of 8 buildings totalling 93,000 square feet | | | | 93,000 | | plan check |
| 11 | RC | Haven and 26th. 207 Multi-Family Units and 14,3000 square feet of commercial on 5.21 acres. | | 207 | | 14,300 | commercial | other |
| 12 | RC | 8281 Utica Office. 12,000 square foot office building | | | | 12,000 | office | plan check |
| 13 | RC | Ares / Black Creek. New warehouse buildings through a master plan process on the former CMC site. | | | | | new W, no SF | duplicate of #4 |
| 14 | RC | Newcastle. One new spec industrial approximately 340,000 square feet in size. | | | 34,000 | | | |
| 15 | RC | Foothill Lofts. 385-unit mixed use | | 385 | | | MU comm | in review |
| 16 | RC | Foothill Landing. 367 mixed use apartments | | 387 | | | MU comm | in review |
| 17 | RC | Newcastle 6th Street. Demolish existing structures and add two industrial buildings totalling 74,387 SF | | | 74,387 | | | other |
| 18 | RC | 4th and Hermosa. Construct two industrial buildings totalling 91,369 square feet | | | 91,369 | | | DRC scheduled |
| 19 | RC | PROPOSED PROJECT - SEE BELOW | | | | | | Prop. Project |
| 20 | RC | Etiwanda Mixed Use (Alta Etiwanda). 327-Unit Mixed Use Apartments with 7,500 SF of comm | | 327 | | 7,500 | commercial | other |
| 21 | RC | Spruce and Red Oak Apartments. 176 Apartments with 5.670 non-residential | | 176 | | 5,670 | commercial | in review |
| 22 | RC | East Avenue Villas. 12 Single-Family residences. Subdivision and house product. | 12 | | | | | deemed complete |
| 23 | RC | 22-lot subdivision. 22 single family residences | 22 | | | | | |
| 24 | RC | Hellman 6-home subdivision. 6 single family residences | 6 | | | | | |
| 25 | RC | N/A. 10 single family residences | 10 | | | | | |
| 26 | RC | Manning Homes 17. 17 single family residences | 17 | | | | | plan check |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| 27 | RC | Arte (formerly the Vintner). 182 units mixed use apartments | | 182 | | | MU | constructed |
| 28 | RC | Alta Cuvee. Mixed use development comprising of 259 residential units, 2 commercial units totalling 2,253 square feet, and 1 live/work unit with 816 square-feet of non-residential space | | 260 | | 3,069 | commercial | |
| 29 | RC | Day Creek Villages. 392 residential units, 71 room hotel, and 21,627 square feet of commercial space | | 392 | | 21,627 | comm plus 71-room hotel | constructed |
| 30 | RC | Harvest at Terra Vista. Construct 671 apartments and 20,841 square feet of commercial space | | 671 | | 20,841 | commercial | plan check |
| 31 | RC | Homecoming at the Resort. Construct 867 apartments and 5,000 square feet of live/work commercial space | | 867 | | 5,000 | commercial | |
| 32 | RC | Scheu. 124K and 74K buildings | | | 198,000 | | lt. industrial | constructed |
| 33 | RC | Phelan. 3 Industrial Buildings, 235,534 s.f. | | | 235,534 | | | constructed |
| 34 | RC | Arrow and Rochester Industrial. 49,745 square-foot warehouse | | | 49,745 | | | plan check |
| 35 | RC | Milliken and Jersey Industrial. 143,014 square-foot industrial warehouse | | | 143,014 | | | plan check |
| 36 | RC | Van Daele. 296 multi-family development | | 296 | | | | other |
| 37 | RC | Hillwood 2 industrial warehouse. Two buildings totaling 651,000 square feet; project involves GPA, ZMA, Prezone, Annexation | | | 651,000 | | | plan check |
| 38 | RC | Bridge Development. BridgePoint Health Center | | | | | Building | in review |
| 39 | RC | Bolnado's 20k Building. 25,399 square foot industrial building. | | | 25,399 | | | approved |
| 40 | RC | 33 North. 302 unit mixed use development | | 302 | | | MU comm | approved |
| 41 | RC | Westbury. 133 unit mixed use development | | 133 | | | MU comm | |
| 42 | RC | La Mirage. 193 Unit Mixed Use Development with 3,246 square feet of Commercial | | 193 | | 3.246 | MU comm | |
| 43 | RC | Bernell Hydraulics. 21,211 square foot industrial building | | | 21,211 | | | plan check |
| 44 | RC | 104,269 Industrial Building. 104,269 SF Industrial Building | | | 104,269 | | | |
| 45 | RC | Banyan Avenue 9. 9 single family residences | 9 | | | | | plan check |
| 46 | RC | Foothill and Vineyard Mixed Use. 158 mixed use apartments | | 158 | | | MU comm | plan check |
| 47 | RC | 23,380 sf. Commercial warehouse. 23,380 square foot commercial warehouse building | | | 23,380 | | comm | |
| 48 | RC | Haven and Arrow. MU project with 248 units, 23,750 sf ground floor commercial | | 248 | | 23,750 | comm | plan check |
| 49 | RC | Air Liquide. New industrial building 16,000 sf, with 3,000 sf office space for air liquid production/manufacturing | | | 16,000 | 3,000 | office | other |
| 50 | RC | MDR-Custom Home. 1 new custom home | 1 | | | | | in review |
| 51 | RC | MDR-Custom Home. 1 new custom home | 1 | | | | | in review |
| 52 | RC | MDR-Custom Home. new SFR | 1 | | | | | in review |
| 53 | RC | Hasson Residence. New construction of 8,523 sq. ft. SFR with an attached 1,970 sq. ft. 6-car garage | 1 | | | | | incomplete |
| 54 | RC | MDR-Custom Home. New Custom SFR ~5,000 sq. ft. | 1 | | | | | in review |
| 55 | RC | MDR-Custom Home. 1 new custom home | 1 | | | | | incomplete |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| 56 | RC | HDR - Ballat Residence. New Custom SFR ~7,953 SQ FT | 1 | | | | | In review |
| 57 | RC | HDR - Single Family Residence. New custom home | 1 | | | | | NA |
| 58 | RC | MDR - Custom home with ADU. New custom home with attached ADU | 1 | | | | | approved |
| 59 | RC | DMR Custom Home. New custom SFR - 2,767 SF | 1 | | | | | approved |
| 60 | RC | Station 178. Construction of new 2-story fire station for RCFPD | | | | | fire station | |
| subtotal | **60** | **SUBTOTAL CITY OF RANCHO CUCAMONGA** | **92** | **5,728** | **1,786,375** | **212,760** | | |
| **CITY OF JURUPA VALLEY** | | | | | | | | |
| 61 | CJV | Inland Avenue Warehouse. 19,700 SF industrial building with 1,250 SF mezzanine | | | 19,700 | | | NA |
| 62 | CJV | Philadelphia Avenue Subdivision. 44 single family lots on 84.6 acres | 44 | | | | | NA |
| 63 | CJV | Space Center Industrial. 1.1 million SF of industrial/logistics spec buildings | | | | 1,100,000 | | NA |
| subtotal | **3** | **SUBTOTAL CITY OF JURUPA VALLEY** | **44** | **0** | **19,700** | **1,100,000** | | |
| **COUNTY OF SAN BERNARDINO** | | | | | | | | |
| 64 | CSB | Speedway Commerce Center Specific Plan Amendment (Auto Club). Allow speedway parking to be used for surrounding development uses when not being used for speedway events | | | | | parking change | approved |
| 65 | CSB | MUP for a 10,080 SF warehouse and office building on 0.53 acres | | | 10,080 | | W and office | approved |
| 66 | CSB | CUP/ZC from RM to IC for 40,000 SF warehouse with offices on 2.05 acres | | | 36,000 | 4,000 | office | approved |
| 67 | CSB | MUP to construct a 2,356 SF conv. Store at an existing service station | | | | 2,356 | commercial | in review |
| 68 | CSB | MUP to convert a single family home into a trucking office | | | | 2,000 | office | approved |
| 69 | CSB | GPA from MDR to LI and ZC from RM to IC, CUP for two warehouses with 32,444 SF | | | 32,444 | | | approved |
| 70 | CSB | MUP to legally convert a single family home into a trucking office and demolish a warehouse building | | | | | NA | filed |
| 71 | CSB | MUP for an auto/truck repair shop and caretaker's residence | | | | 3,077 | commercial | accepted |
| 72 | CSB | MUP or CUP for new industrial warehouse building | | | 75,200 | 2,500 | office | approved |
| 73 | CSB | CUP for an automated fueling station and equipment room | | | | | gas station | accepted |
| 74 | CSB | CUP for construction and operation of a 185,866 SF logistics warehouse | | | 185,866 | | | approved |
| 75 | CSB | MUP for an outdoor contractor storage yard with 7,451 Sf of buildings on 4.83 acres | | | 7,451 | | | approved |
| 76 | CSB | MUP to construct a 12,500 SF warehouse and distribution center on 5.08 acres | | | 12,500 | | | approved |
| 77 | CSB | MUP for a truck trailer storage facility with an office building on 4.0 acres | | | 672 | | | approved |
| 78 | CSB | CUP to establish a truck terminal with existing office to remain | | | | | outdoor yard | in review |
| 79 | CSB | CUP to establish a freight forwarding and dispatching business with 31,152 SF storage and office on 8.52 acres | | | 31,152 | | | approved |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| 80 | CSB | MUP to construct 271-space truck drop lot and 165,000 SF warehouse on 10 acres | | | 165,000 | | | approved |
| 81 | CSB | MUP to construct a 9,000 SF truck maintenance shop | | | 9,000 | | | in review |
| 82 | CSB | GPA from LDR to SD and ZC from RS to SP-C, CUP for auto storage yard by converting SRF to office | | | | 3,000 | office | approved |
| subtotal | **19** | **SUBTOTAL COUNTY OF SAN BERNARDINO** | **0** | **0** | **565,365** | **16,933** | | |
| **CITY OF FONTANA** | | | | | | | | |
| 83 | CF | Inspiration Village. TTM 22-001 for 30 townhomes on 1.76 acres in the Northgate Specific Plan | | 30 | | | | approved |
| 84 | CF | Saber 72-unit apartment complex | | 72 | | | | approved |
| 85 | CF | Cypress Multi-Family. TPM 20425 for 106-unit apartment project on 3.63 acres | | 106 | | | | approved |
| 86 | CF | Arrow Apartment Buildings. DRP 21-029 for 14 multi-family units | | 14 | | | | plan review |
| 87 | CF | Arrowhead Apartments. DR 21-045 for 10 unit apartment project with 2 ADUs on 0.37 acre | | 10 | | | | approved |
| 88 | CF | El Encanto Apartments. DR 22-022for 20 apartment units | | 20 | | | | plan review |
| 89 | CF | Orange Oleander Apartments. DR 23-009 for 24 apartment units | | 24 | | | | |
| 90 | CF | Fountain City Villas. DR 22-063 for 10 unit townhome complex on 0.88 acre | | 10 | | | | approved |
| 91 | CF | Abdel Pepper Apartments. DR 22-063 for 18 unit townhome complex on 0.85 acre | | 18 | | | | plan review |
| 92 | CF | Cypress Apartment Complex. DR 20-007 for 14 apartment units on 0.75 acre | | 14 | | | | approved |
| 93 | CF | Westgate Commerce Center. TPM 19564 for 1,114,267 SF fulfillment center warehouse in 2 buildings | | | 1,114,267 | | | plan review |
| 94 | CF | Chase Road Detached House with Density Bonus. DR 22-059 for 48 SFR units on 6.8 acres | 48 | | | | | plan review |
| 95 | CF | Victoria Homes Trat 20229. DR 18-031R1 for 193 multi-family units on 21.5 acres | | 193 | | | | approved |
| 96 | CF | Fontana Square. DR 20-031 Holiday Inn Express Hotel with 83 rooms and banquet hall. | | | | | 83-room hotel | approved |
| 97 | CF | Foothill Mixed Use Project. DR 20-030 for 24 residential units and 3,100 SF commercial space | | 24 | | 3,100 | MU-commercial | approved |
| 98 | CF | Fontana Calabash Townhomes. DR 21-042 for 50 condos | | 50 | | | | plan review |
| 99 | CF | Serena Village. DR 21-009 for 71 townhomes | | 71 | | | | approved |
| 100 | CF | Serena Village East Multi-Family. DR 21-036 for 22 townhomes | | 22 | | | | approved |
| 101 | CF | Banana North Multi-Family Apartments. DR 22-020 for 24 apartment units | | 24 | | | | plan review |
| 102 | CF | Foothill Place and Quick Quack Car Wash. New commercial building with 3,364 SF | | | | 3,364 | commercial | plan review |
| 103 | CF | Cherry Village at Foothill. TTM 20431 for 82 condos on 4.4 acres | | 82 | | | | approved |
| 104 | CF | Remedy Room Holdings. Commercial | | | | | cannabis | pending |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| | | Cannabis BP 23-013 (no SF listed) | | | | | | |
| 105 | CF | Alta Fontana. DR 21-051 for mixed use project with 341 MF units, 4 live-work units, and 1,500 SF of commercial | | 345 | | 1,500 | commercial | approved |
| 106 | CF | New Carl's Jr. ASP 23-002 for 2,475 SF restaurant | | | | 2,475 | commercial | plan review |
| 107 | CF | Fontana Citrus and Ceres Drive. ASP 21-017 for 2 restaurants with 4,780 SF | | | | 4,780 | commercial | approved |
| 108 | CF | Fontana Evergreen Senior Living. DR 22-044 for 65,218 SF senior house facility with 72 senior units | | 72 | | 65,218 | sr. housing | pending |
| 109 | CF | TTM 20358 for 52 SF residential lots | 52 | | | | | plan review |
| 110 | CF | TTM 21-006 for 12 SR unit residential | 12 | | | | | pending |
| 111 | CF | Merrill 20-units. DR 19-039 for 20 units MF condos | | 20 | | | | approved |
| 112 | CF | Almond & Valley Distribution Center. MC 23-004 and TPM 20741 for new industrial commerce building | | | 275,560 | | | plan review |
| 113 | CF | Almond Commerce Center. DR 21-020 for 210,355 distribution and logistics center on 9.7 acres | | | 210,355 | | | approved |
| 114 | CF | Valley Warehouse. DR 22-032 for 93,500 SF warehouse on 4.7 acres | | | 93,500 | | | approved |
| 115 | CF | Cherry and Valley Retail Center. ASP 20-015 for Starbucks and Autozone | | | | 8,881 | commercial | approved |
| 116 | CF | Redwood Industrial Center. TPM 20235 for 247,740 warehouse | | | 239,740 | 8,000 | office | approved |
| 117 | CF | Valley Truck. CUP 23-009 for two truck sales and repair sites with 2-story office building and 3-bay repair building | | | | 12,000 | | in review (est) |
| 118 | CF | Valley Boulevard Industrial Development. DR 21-003 for 92,433 warehouse with office on 4.07 acres | | | 92,433 | | | approved |
| 119 | CF | Valley Truck and Trailer. CUP 21-010 for 30,660 SF truck and trailer sales and repair on 4.39 acres | | | 30,660 | | | approved |
| 120 | CF | East Coast Truck and Auto Sales. ASP 22-004 for 2 new buildings with 11,000 SF for truck and auto sales | | | | 11,000 | | approved |
| 121 | CF | Patriot Partners on Live Oak. DR 21-001 for 177,660 SF warehouse on 7.37 acres | | | 177,660 | | | approved |
| 122 | CF | Slover and Banana Industrial Building. TPM 22-002 for 289,635 SF warehouse on 12.1 acres | | | 289,635 | | | approved |
| 123 | CF | Santa Ana Industrial Facility. ASP 20-009 for 11,200 SF metal forming facility | | | 11,200 | | | approved |
| 124 | CF | Santa Ana and Calabash Warehouse. TPM 20447 for 137,000 SF warehouse on 6.6 acres | | | 137,000 | | | approved |
| 125 | CF | Patriot Partners-NWC Santa Ana and Almond. TPM 22-023 for 152,960 SF industrial building on 6.46 acres | | | 152,960 | | | in review |
| 126 | CF | SEC Slover Ave & Banana Ave Logistics. ASP 22-054 for 43,775 SF warehouse on 7.66 acres | | | 43,775 | | | plan review |
| 127 | CF | SWC Slover Ave and Cherry Ave. Warehouse. TPM 22-014 for 165,400 SF warehouse on 7.36 acres | | | 165,400 | | | approved |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| 128 | CF | Redwood Truck and Trailer Storage. CUP 21-023 for vehicle storage site on 7 acres | | | | | vehicle storage | approved |
| 129 | CF | Duke Industrial Building. TPM 21-012 for 308,210 SF warehouse on 13 acres | | | 308,210 | | | approved |
| 130 | CF | WPT Industrial. DR 22-018 for 319,956 SF light industrial building | | | 304,956 | 15,000 | office | approved |
| 131 | CF | Santa Ana Warehouse. ASP 21-040 for 49,600 SF warehouse | | | 49,600 | | | approved |
| 132 | CF | Mulberry. DR 21-038 for 229,014 SF warehouse on 9.9 acres | | | 229,014 | | | approved |
| 133 | CF | Calabash Industrial Building. DR 21-015 for 64,694 SF industrial commercial building | | | 64,694 | | | approved |
| 134 | CF | Birtcher Commerce Center. MC 21-103 for 341,838 SF commerce building on 13.4 acres | | | 276,956 | 32,441 | office | approved |
| 135 | CF | Jurupa Warehouses. DR 21-037 for 279,859 SF warehouse on 13.99 acres | | | 279,859 | | | approved |
| 136 | CF | Jurupa Warehouse. DR 23-020 for a 384,817 SF warehouse on 16.3 acres | | | 384,817 | | | plan review |
| 137 | CF | NWC Rose Ave & Banana Ave Warehouse. DR 22-017 for 87,590 SF warehouse on 4.1 acres | | | 87,590 | | | approved |
| 138 | CF | DR 22-025 for 199,690 SF warehouse on 8.78 acres | | | 199,690 | | | approved |
| 139 | CF | Cherry Avenue Warehouse Project. DR 23-013 for 702,000 SF warehouses (2) | | | 702,000 | | | plan review |
| 140 | CF | Calabash Industrial Site. DR 22-072 for 212,420 SF industrial building | | | 212,420 | | | plan review |
| 141 | CF | Elm Warehouse. Arch review for a 83,619 SF warehouse on 5.66 acres | | | 83,619 | | | approved |
| 142 | CF | Truck Repair Shop. CUP 21-008 for truck repair facility (no SF given) | | | | | car repair | approved |
| 143 | CF | Carlock Fuels Systems. ASP 22-001 for commercial gas station | | | | | fuel station | approved |
| 144 | CF | Manheim Building Expansion. ASP 20-026 to expand existing office | | | | 3,291 | office | approved |
| 145 | CF | 16025 Slover Ave Warehouse. DR 22-052 construct 400,000 SF warehouse with office space on 17.41 acres | | | 400,000 | | | |
| 146 | CF | Prologis. DR 22-064 for 882,008 industrial commercial center | | | 882,008 | | | plan review |
| 147 | CF | Poplar South Distribution Center. DR 22-040 for 490,565 SF warehouse on 18.82 acres | | | 490,565 | | | pending |
| 148 | CF | Southridge Dog Park. DR 21-007 for 0.53-acre dog park on 24-acre Southridge Park site | | | | | park | approved |
| 149 | CF | The Heights of Southridge. DR 22-043 for 255 SF residential units | 255 | | | | | pending |
| 150 | CF | Fontana Corporate Center Project. DR 21-025 for two new warehouses with 352,454 SF | | | 352,454 | | | approved |
| 151 | CF | Conco-Santa Ana Ave. DR 23-0016 for 2 buildings with total 128,000 SF warehousing and 8,000 SF office | | | 128,000 | 8,000 | office | plan review |
| 152 | CF | NEC Marlay & Etiwanda Warehouse. TPM 22-020 for 100,075 SF warehouse on 4.89 acres | | | 100,075 | | | approved |
| 153 | CF | 11700 Industry Ave Warehouse. DR for | | | 119,000 | 5,000 | office | plan review |

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| | | 124,000 SF warehouse | | | | | | |
| 154 | CF | Marlay Ave Warehouse Project. ASP 21-013 for 44,900 SF warehouse on 2.05 acres | | | 44,900 | | | approved |
| 155 | CF | Citrus Apartments. TTM 20-002 for 91-unit senior apartment project | | 91 | | | senior | approved |
| 156 | CF | Baseline Village. DR 22-057 for 66 SF residential units+17 ADUs and one office space on 2.03 acres | 66 | 17 | | | | pending |
| 157 | CF | Kingston Meadow. DR 21-012 for 19 SF residential units on 3.5 acres | 19 | | | | | approved |
| 158 | CF | OTC Fontana LLC. Cannabis Permit to open | | | | | cannabis | pending |
| 159 | CF | Boyle West Warehouse. TPM 20-008 for 88,944 warehouse on 4.6 acres | | | 88,944 | | | approved |
| 160 | CF | CHI Fontana Citrus Warehouse. DR 22-054 for 348,995 SF warehouse + 7,000 SF office | | | 348,995 | 7,000 | office | plan review |
| 161 | CF | Rivas Trailers. CUP 20-021 for trailer sales office. | | | | | office | approved |
| 162 | CF | Duke Warehouse. DR 21-013 for 609,460 SF warehouse plus 14,000 SF office on 30 acres | | | 609,460 | 14,000 | office | plan review |
| 163 | CF | Citrus and Slover Warehouse. GPA for 184,212 SF warehouse and 10,000 SF office | | | 184,212 | 10,000 | office | approved |
| 164 | CF | Duke Realty-Slover and Oleander. TPM 20-018 for 205,949 SF warehouse on 8.68 acres | | | 205,949 | | | approved |
| 165 | CF | Santa Ana Ave. 3 Warehouses. DR 22-029 for 3 warehouse buildings with 554,300 SF on 24.43 acres | | | 554,300 | | | pending |
| 166 | CF | Courtyard at Cherry. TPM 20151 for 66,470 commercial spaces retail and restaurants | | | | 66,470 | commercial | approved |
| 167 | CF | Well Relax Massage. CUP 22-010 for 1,140 SF commercial building on 0.5 acre | | | | 1,140 | commercial | approved |
| 168 | CF | Sobrato Residential Project. DR 21-049 for 143 multi-family residential units | | 143 | | | | approved |
| 169 | CF | Bayrich Residential Development. DR 22-020 for 18 SF residential units and 2 ADUs | 20 | | | | | approved |
| 170 | CF | Hilton Drive Warehouse Building. DR 18-0010 for 75,000 SF warehouse on 3.4 acres | | | 75,000 | | | pending |
| 171 | CF | Happy Senior Apartments Revision. DR 18-007R1 for 78 senior apartments on 2.38 acres | | 78 | | | | approved |
| 172 | CF | AIREF Beech Ave Logistics Center. DR 22-035 for 164,259 SF warehouse on 8.43 acres | | | 164,259 | | | plan review |
| 173 | CF | Almeria Villages. DR 22-026 for 76 apartment units on 2.23 acres | | 76 | | | | pending |
| 174 | CF | Foothill and Tokay Multifamily Development. DR 21-028 to construct 400 MF residential units | | 400 | | | | approved |
| subtotal | **92** | **SUBTOTAL CITY OF FONTANA** | **472** | **2,026** | **10,965,691** | **282,660** | | |
| **Total** | **174** | **For Development Summaries see Tables 4.0-1a and 4.0-1b** | | | | | | |

Source: Traffic StudyFehr & Peers May 31, 2024

[1] CF = City of Fontana, CSB = County of San Bernardino, JV = City of Jurupa Valley, RC = City of Rancho Cucamonga

| See Exhibit 4.0-1 | Juris[1] | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| CUP = Conditional Use Permit, DR = Design Review, GPA = General Plan Amendment, IC – Industrial Commercial, LI = Light Industrial, MDR = Medium Density Residential, MF = Multi-Family, RM = Revised Map, SF = Single Family, TPM = Tentative Parcel Map, ZC = Zone Change | | | | | | | | |

## Table 4.0-5
## Cumulative Projects List (1-Mile Radius)

| See Exhibit 4.0-1 | Juris | Name-Description | New Land Uses | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | SF Units | MF Units | LI-Ware | Other NR | Other | Status |
| 10 | RC | Ling Yen Mountain Temple. Construction of 8 buildings toalling 93,000 square feet | | | | 93,000 | | plan check |
| 16 | RC | Foothill Landing. 367 mixed use apartments | | 387 | | | MU comm | in review |
| 17 | RC | Newcastle 6th Street. Demolish existing structures and add two industrial buildings totalling 74,387 SF | | | 74,387 | | | other |
| 18 | RC | 4th and Hermosa. Construct two industrial buildings totalling 91,369 square feet | | | 91,369 | | | DRC scheduled |
| 24 | RC | Hellman 6-home subdivision. 6 single family residences | 6 | | | | | |
| 28 | RC | Alta Cuvee. Mixed use development comprising of 259 residential units, 2 commercial units totalling 2,253 square feet, and 1 live/work unit with 816 square-feet of non-residential space | | 260 | | 3,069 | commercial | |
| 29 | RC | Day Creek Villages. 392 residential units, 71 room hotel, and 21,627 square feet of commercial space | | 392 | | 21,627 | comm plus 71-room hotel | constructed |
| subtotal | **7** | **SUBTOTAL CITY OF RANCHO CUCAMONGA** | **6** | **1,039** | **165,756** | **117,696** | | |
| | | | | | | | | |
| 62 | CJV | Philadelphia Avenue Subdivision. 44 single family lots on 84.6 acres | 44 | | | | | NA |
| 63 | CJV | Space Center Industrial. 1.1 million SF of industrial/logistics spec buildings | | | | 1,100,000 | | NA |
| subtotal | **2** | **SUBTOTAL CITY OF JURUPA VALLEY** | **44** | **0** | **0** | **1,100,000** | 0 | |
| | | | | | | | | |
| 64 | CSB | Speedway Commerce Center Specific Plan Amendment (Auto Club). Allow speedway parking to be used for surrounding development uses when not being used for speedway events | | | | | parking change | approved |
| 67 | CSB | MUP to construct a 2,356 SF conv. Store at an existing service station | | | | 2,356 | commercial | in review |
| subtotal | **2** | **SUB-TOTAL FOR SB COUNTY** | **0** | **0** | **0** | **2,356** | | |
| | | | | | | | | |
| **Total** | **11** | **GRAND TOTAL LOCAL CUM. PROJECTS** | **50** | **1,039** | **165,756** | **1,219,356** | | |

Source: Traffic StudyFehr & Peers May 31, 2024

[1] CF = City of Fontana, CSB = County of San Bernardino, JV = City of Jurupa Valley, RC = City of Rancho Cucamonga

CUP = Conditional Use Permit, DR = Design Review, GPA = General Plan Amendment, IC – Industrial Commercial, LI = Light Industrial, MDR = Medium Density Residential, MF = Multi-Family, RM = Revised Map, SF = Single Family, TPM = Tentative Parcel Map, ZC = Zone Change

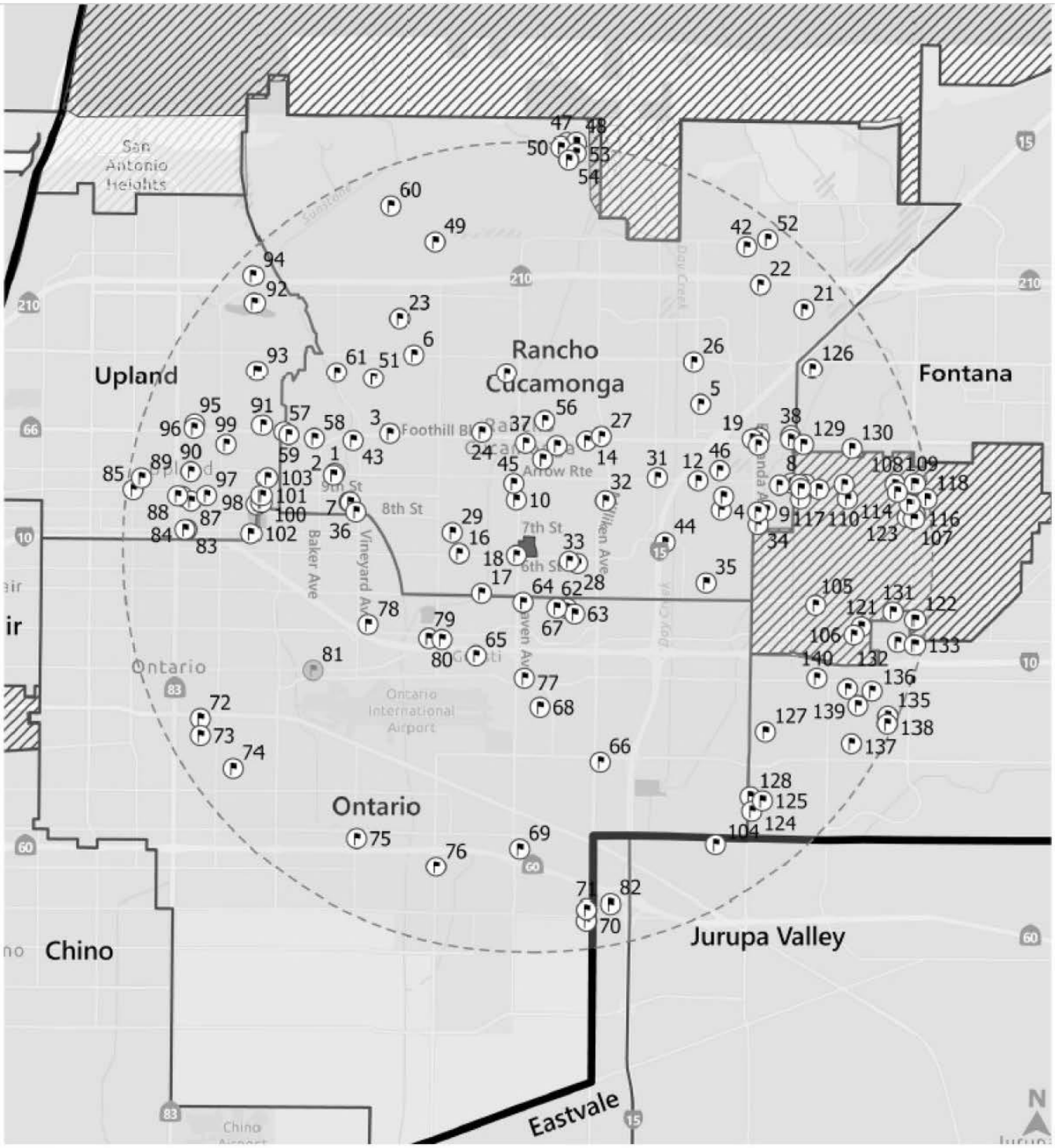



Exhibit 4.0-1 Cumulative Projects

El Camino Project
Rancho Cucamonga, California

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# 4.1 – Aesthetics

This EIR section addresses potential Project impacts on scenic vistas and scenic resources, degradation of the visual character or quality of the Project site and surrounding areas, and the potential of the Project to create substantial and adverse light and glare. It should be noted that, although the City's General Plan has a number of policies related to views, the City does not have a view preservation ordinance.

## 4.1.1 – ENVIRONMENTAL SETTING

### Scenic Vistas

Scenic vistas are defined in this document as natural landscapes that provide views of unique flora, geologic, or other natural features. Typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces and waterbodies. Scenic vistas generally play a large role in the way a community defines itself and also affects development patterns as projects are designed to take advantage of viewsheds. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that negatively affects the view of the vista. Second, the vista itself may be altered (i.e., development on a scenic hillside).

The City's General Plan (PlanRC) outlines the scenic and ecological value of the City's location and resources. The City's northern and northwestern views include the San Gabriel Mountains and the Angeles National Forest and views to the northeast include the San Bernardino Mountains and the San Bernardino National Forest. These mountains are visible throughout the City and to travelers along the east-west SR-210 Freeway as well as the east-west I-10 Freeway further south, and the north-south I-15 Freeway to the east.

Long open views to the northwest over to the northeast provide views of the mountains on most days and from many locations within the City. Long open views to the south from the City's foothills and neighborhoods in those foothills provide scenic views of the City and surrounding communities. These views to the north and south are at their most prominent along the straight northbound portions of Archibald, Haven, and Etiwanda Avenues, and are generally unobstructed from most north-south oriented roadways as well (Rancho Cucamonga 2021). It should be noted that Haven Avenue forms the western boundary of the Project site (see Exhibit 4.1-1, *Site Photographs*.

While scenic vistas form a complete viewshed, scenic resources are aesthetically pleasing features that occur within viewsheds. Examples of natural scenic resources include rock outcroppings, trees, prominent ridgelines, slopes and hilltops. Scenic resources can also be man-made, such as architecturally distinctive or historic buildings, historic points of interest, or historic roadways or highways.

The Project site is bounded on all sides by public roadways: 7$^{th}$ Street to the north, Utica Avenue to the east, 6$^{th}$ Street to the south, and Haven Avenue to the west. The Project site is partially developed, with a distribution warehouse and two office buildings, and an undeveloped area (former vineyard) occupies the central portion of the site. Overhead Southern California Edison (SCE) powerlines are present along the western side of Haven Avenue (not on the Project site) right-of-way line and run north-south. SCE powerlines along 6$^{th}$ Street were undergrounded and daylight at the southwest corner of Haven Avenue and 6$^{th}$ Street and at the southeast corner at 6$^{th}$ Street and Utica Avenue. There are no overhead powerlines along Utica

Avenue or 7th Street. Typical infrastructure along all street frontages consists of curb and gutter, curb inlets, and storm drain drop inlet (See Exhibit 4.1-1, Site Photographs).

The Project site is surrounded by warehousing, commercial, medical offices, hospitality uses, and professional offices (See Table 3-1, Surrounding Land Uses and Exhibit 3-3, Surrounding Land Uses in Section 3.0 - Project Description of this document). These buildings range in height from one- to three-story commercial and office buildings to the west and southwest (along Haven Avenue), three- to four-story office and warehouse buildings to the south along 4th Street, one-story business park buildings and to three-story warehouse buildings to the east along Utica Avenue, and to the north along 6th Street. On the Project site, the offices at the southwest corner of the Project site are two- and three-story buildings, the beverage distribution plant that was operating when the NOP was issued is a two-story building, and the existing warehouse building in the northeastern portion of the site is a three-story building.

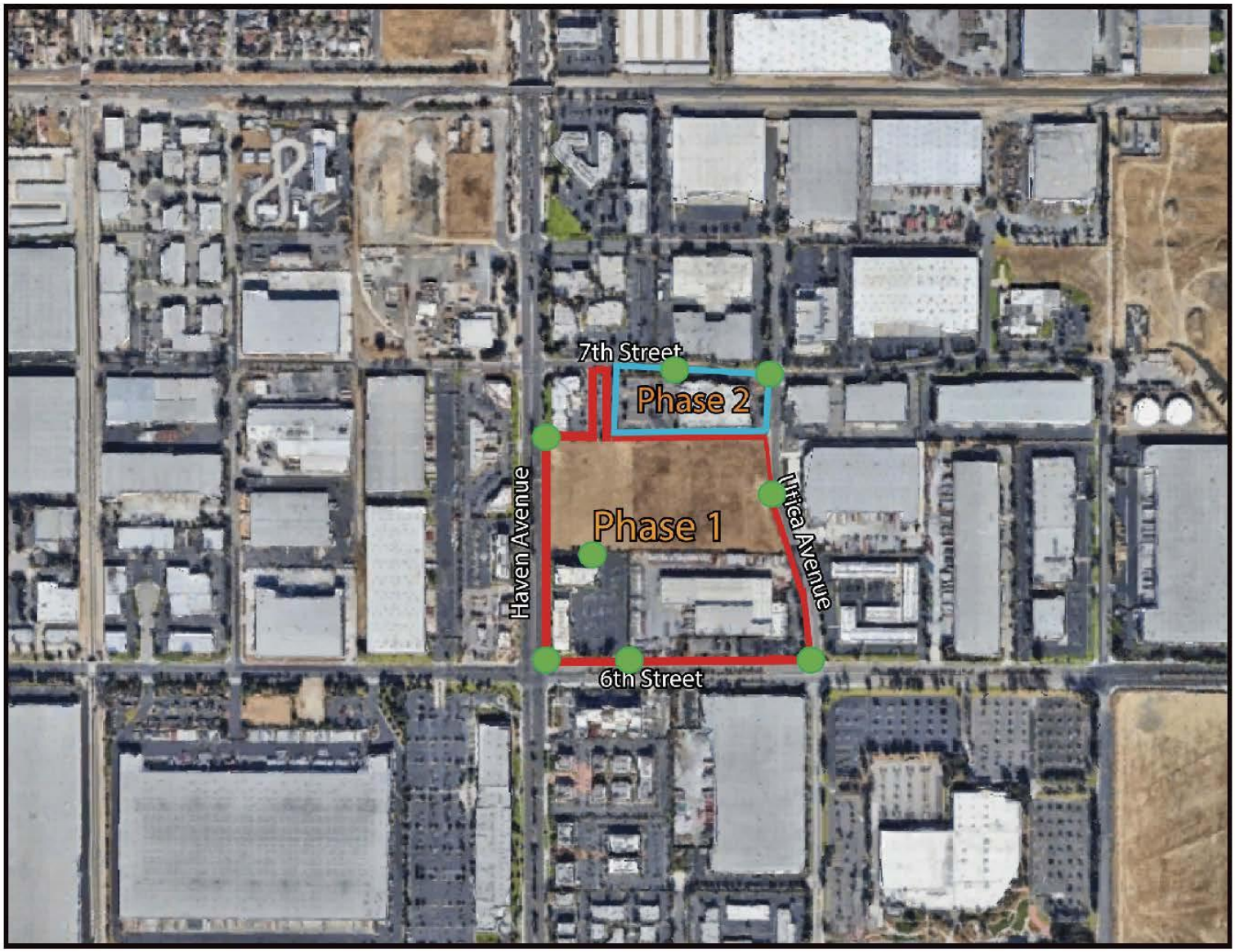
**Scenic Highways**

The State Scenic Highways Program (see below) identifies those routes that have substantial scenic value within the state. No highways that are considered eligible or are officially designated as state scenic highways traverse the City or are in the City's vicinity. The nearest official state-designated highway is SR-2, the Angeles Crest Scenic Highway, which is located north of SR-210 within the San Gabriel Mountains (California 2023a). The Angeles Crest Scenic Highway is more than 30 miles northwest of the Project site. While not designated as scenic highways, routes I-15 and SR-210 offer mostly unobstructed scenic views of the mountains, foothills, and other City locations and its hillsides. While also not designated as a scenic highway, Foothill Boulevard/Route 66, located approximately 1.4 miles north of the Project site offers views of the San Gabriel Mountains and their foothills.

**Light and Glare**

During the day, sunlight reflecting from roadways, vehicles and structures is a primary source of glare, while nighttime light and glare consists of both stationary and mobile sources. Stationary sources of nighttime light include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare is vehicle headlamp illumination.

Drivers and pedestrians traveling north along Haven Avenue are subject to various amounts of glare and lighting during different times of the day. Glare is the result of sunlight reflecting off buildings with glass panels or panes from the 1-3 story buildings along the roadway at different times of day or times of year, depending on the angle of the sun. Lighting results from streetlights and building lights being visible to drivers after dark.




Not to Scale

Source: Google Earth

Exhibit 4.1-1 Site Photos

Photo 1: Looking north towards San Gabriel Mountains along Haven Avenue.





Photo 2: Looking north across vacant office parking lot towards San Gabriel Mountains from 6th Street.

Photo 3: Looking south towards Pixior Logisitcs Services from corner of 6th Street and Utica Avenue.





Photo 4: Looking west across vacant portion of the site from Utica Avenue.



Photo 5: Looking west towards the intersection of Haven Avenue and 7th Street along 7th Street.



Photo 6: Looking east towards the intersection of 7th Street and Utica Avenue along 7th Street.

## Exhibit 4.1-1c Site Photos



Photo 7: Looking east towards Utica Avenue across vacant portion of the project site from Haven Avenue.

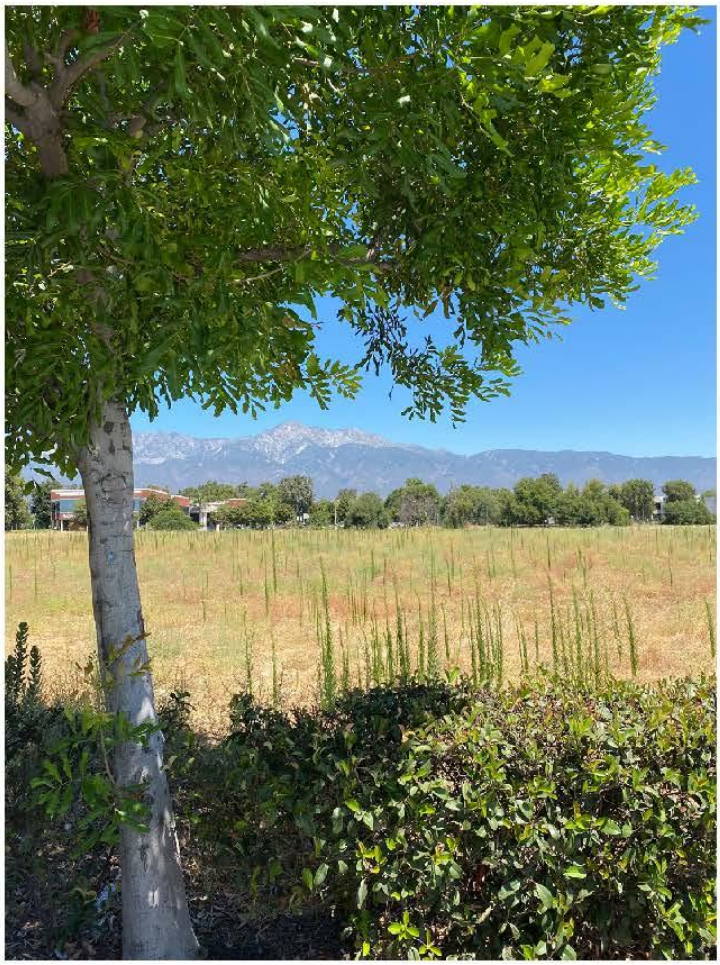


Photo 8: Looking north towards 7th Street across the vacant portion of the project site from parking lot onsite.

## 4.1.2 – REGULATORY FRAMEWORK

### State

California Scenic Highway Program

The California Department of Transportation (Caltrans) Scenic Highway Program protects and enhances the natural scenic beauty of California's highways and corridors through special conservation treatment (California 2023b). Caltrans defines scenic corridors as…"land that is visible from, adjacent to, and outside the highway right-of-way, and is comprised primarily of scenic and natural features. Topography, vegetation, viewing distance, and/or jurisdictional lines determine the corridor boundaries" (Caltrans 2023b, p. 1). Caltrans defines a scenic highway as any freeway, highway, road, or other public rights-of-way that transverses an area of exceptional scenic quality. Caltrans designates a scenic highway by evaluating how much of the natural landscape a traveler sees and the extent to which visual intrusions degrade the scenic corridor. No officially designated scenic highways are located in the Project area or within the City (Caltrans 2023a).

California Building Standards Code

The 2022 California Building Code (CBC), Title 24 of the California Code of Regulations (CCR), is administered by the California Building Standards Commission (CBSC). The CBC, as amended and adopted by each local jurisdiction, regulates the design of all new buildings within the State of California. The CBC also contains standards for outdoor lighting that are intended to improve energy efficiency and reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls. The 2022 CBC went into effect on January 1, 2023.

### Local

PlanRC, City of Rancho Cucamonga General Plan Update

*Land Use and Community Character Chapter*

The Land Use and Community Character Chapter of the City's General Plan provides guidance to promote the city's goals for current and future development. This chapter also contains goals and policies to guide urban design and character.

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

**Policy LC-1.2** Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.

**Policy LC-1.3** Quality of Public Space. Require that new development incorporate the adjacent street. and open space network into their design to soften the transition between private and public realm and creating a greener more human-scale experience.

**Policy LC-1.8** Public Art. Require new construction to integrate public art in accordance with the City Public Arts Program.

**Policy LC-1.9** Infill Development. Enable and encourage infill development within vacant and underutilized properties through flexible design requirements and potential incentives.

**Goal LC-2** Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

**Policy LC-2.1** Building Orientation. Require that buildings be sited near the street and organized with the more active functions—entries, lobbies, bike parking, offices, employee break rooms and outdoor lunch areas—facing toward and prominently visible from the street and visitor parking areas.

**Policy LC-2.2** Active Frontages. Require new development abutting streets and other public spaces to face the public realm with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes.

**Policy LC-2.4** Tree Planting. Require the planting of predominantly native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.

**Policy LC-2.5** Gradual Transitions. Where adjacent to existing and planned residential housing, require that new development of a larger form or intensity transition gradually to complement the adjacent residential uses.

**Policy LC-2.8** Landscaping. Require development projects to incorporate high quality landscaping to extend and enhance the green space network of the city.

*Resource Conservation Chapter*

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

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

**Policy RC-1.2** Orient toward View Corridors. Encourage new development to orient views toward view corridors, valley and mountains.

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

**Policy RC-1.5** Transit Corridor Views. Require that new development along major transit routes and travel corridors include 360-project design and landscape or design screening of outdoor activity, and storage, including views from the transit routes and travel corridors.

It should be noted that, although the City's General Plan has a number of policies related to views, the City does not have a view preservation ordinance.

<u>City of Rancho Cucamonga Municipal Code (RCMC)</u>

*RCMC Title 17*

RCMC Title 17 summarizes the City's various land use zones and zoning districts and describes their development standards and purposes. The purpose of Title 17 is also to promote the

consistent aesthetic character of the City and balance that character with continued development. Title 17 also contains provisions to manage light and glare levels in the City. In coordination with the General Plan, RCDC Title 17 presents guidelines to promote appropriate land use and City design.

*RCMC Title 2*

In addition to addressing historical resources, RCMC Section 2.24 deems it necessary to enhance the aesthetic quality of areas that are important to the future economic enhancement of the City (Rancho Cucamonga 2023). In addition, RCMC Section 2.24.010(B)(4) provides the following nexus to the 21st Century Employment District referenced in GP Figure LC-7:

> "Enhance the quality of life and promote future economic development within the City by stabilizing and improving the aesthetic and economic value of such districts, sites, structures, and objects" (RCMC 2.24.010.B.4)

*Light and Glare Regulations*

RCMC Section 17.58.050, General lighting requirements of the City's Development Code contains regulations for all outdoor lighting. The regulations require lighting to be directed away from and shielded from adjacent residential areas, and to prevent stray light or glare from becoming a nuisance on adjacent properties. Also, levels of spillover light and glare are regulated in the performance standards avoid creating areas of intense light or glare.

*Tree Preservation*

The City's Tree Preservation Ordinance (Chapter 17.80 of the Municipal Code) addresses trees, including "heritage trees" while RCMC Section 17.16.080, Tree Removal Permit, actually defines heritage trees as shown below. The ordinance is intended to protect large trees or stands of trees growing within the city which help define its community character. RCMC Section 17.16.080, Tree Removal Permit, Sub-section C defines a heritage tree as meeting any one of the following criteria:

1. Any tree on single family residential property in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured four and one-half feet from ground level; or

2. Any tree on multi-family residential and mixed-use property in excess of 15 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured four and one-half feet from ground level; or

3. Any tree on commercial, industrial, and institutional property in excess of eight feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured four and one-half feet from ground level; or

4. Multi-trunk trees having a total diameter at breast height (DBH) of 30 inches or more as measured four and one-half feet from ground level; or

5. A stand of trees the nature of which makes each dependent upon the others for survival; or

6. Any other tree as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

### 4.1.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist Form, implementation of the Project would have a significant impact related to aesthetics if it would:

a) Have a substantial adverse effect on a scenic vista;

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

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

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### 4.1.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to aesthetics, which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

**Scenic Vistas**

***Impact AES-1 – Would the project have a substantial adverse effect on a scenic vista?***

*Analysis of Impacts*

Prominent scenic vistas are visible from much of the City. Scenic mountain views are visible from many areas within the City, including the Project area. Prominent scenic vistas in the Project area include views along Haven Avenue of the San Bernardino and San Gabriel Mountains to the northeast over to the northwest, respectively.

Under the proposed Project, views of the San Gabriel Mountains to the north and the San Bernardino Mountains in the distance to the northeast would occur from various locations on the Project site, including second story office windows, pedestrian walkways, sidewalks adjacent to the Project site, surface parking lots and the upper level of the Project parking structure (See Exhibit 4.1-1, Site Photographs, and Exhibit 4.1-2, Conceptual Renderings of the Project). Unobstructed views of the San Gabriel Mountains would occur along Haven Avenue, which forms the western boundary of the Project site, and partial views along 6$^{th}$ Street, 7$^{th}$ Street, and Utica Avenue. See also Exhibit 3-7, Building Elevations in Section 3.0 - Project Description of this document. According to the Project plans, the planned buildings have the following maximum heights except where noted:

- Automated Storage and Retrieval System (ASRS) — max. = 131 feet, average = 70 feet
- Production Center (PC) — max. = 41 feet
- Distribution Center (DC) — max. = 45 feet
- Administration/Offices — max. = 46 feet
- Parking Structure (except elevator) — max. = 41 feet

- Truck Parking Deck max. = 56 feet
- Warehousing (Phase 2) max. = 34 feet

Development of the Project would be consistent with the overall context of the surrounding area and would not substantially obstruct views of the San Gabriel Mountains. Due to the varying heights of the proposed buildings, views of the Project site will vary depending on location and view directions, as shown in Table 4.1-1, *Directional View Impacts*. The tallest Project building, the ASRS Building, has a maximum height of 131 feet above ground level but an average height of 70 feet. The tallest portion of the ASRS building, in the northeast portion of Phase 1, would be visible from most surrounding locations depending on the viewer's location relative to the locations of the Project buildings. The proposed Production and Distribution buildings and the truck parking deck would have each have a maximum height of 45 feet. The average height of the parking structure (without the elevator structure) would be 41 feet. If the existing warehouse building in Phase 2A is used, it would have a height of 34 feet.

Views of each building would be generally unobstructed from Haven Avenue and commercial land uses to the west. Views of the three buildings from surrounding land uses to the south, east, and north would be partially obstructed by the other planned buildings depending on location.

**Table 4.1-1**
**Directional View Impacts**

| Direction | Portion of Project Visible (Bld. Max. Height above Ground) | | | View Blockage? |
|---|---|---|---|---|
| | Left | Center | Right | |
| Views from the West (Haven Ave) | PC/DC Bld (56') in foreground, ASRS Bld (131') in background | PC/DC Bld (56') and lower portion of ASRS Bld (82') in background | Office Blds (33') and Parking Structure (52') in foreground, lower portion of ASRS Bld (82') in background | No scenic views to east so no blockage |
| Views from the South (6th St.) | Office Blds (33'), PC/DC Bld (56'), and Parking Structure (52') | PC/DC Bld (56') in foreground and taller portion of ASRS Bld in background (131') | Vehicle access areas (at grade) and CVWD Well (10') | Scenic views of SGM to north blocked from ground level by Parking Structure, PC and ASRS Blds, partially blocked from 2nd or 3rd stories |
| Views from the East (Utica Ave) | PC/DC Bld (56') | Truck Deck (56') and PC/DC Bld (56') in foreground, lower portion of ASRS Building (52') in background | Taller portion of ASRS Bld (131') and Phase 2 warehousing (34') | No scenic views to west so no blockage |
| Views from the North (7th St.) | Taller portion of ASRS Bld (131') | PC Bld (56') | PC Bld (56') | No scenic views to south so no blockage |

Bld = building Blds = buildings SGM = San Gabriel Mountains ASRS = Automated Storage and Retrieval System
PC = Production Center DC = Distribution Center

The Co-gen exhaust stacks have been incorporated into the design of the Project buildings (i.e., the truck deck) and would not be visible from locations external to the Project site. The Project

buildings would only partially block public[1] views of the mountains from locations south of the site. Views of the Project from Haven Avenue and the other site-adjacent streets would be generally consistent with the overall context of the Project area.

On the Project site, the existing offices at the southwest corner of the Project site are two- and three-story buildings, the beverage distribution facility that was in operation when the NOP was issued is a two-story building, and the existing warehouse building in the northeastern portion of the site is a three-story building. The existing views from the Project area are primarily of the mountains to the north so any areas north of the Project site (i.e., along 7th Street) would not have any scenic views blocked by Project buildings.

Views from public areas and buildings to the west, south, and east of the Project site may be blocked by future Project buildings depending on the heights of existing buildings and vantage points for public views as follows

- West and southwest of the Project site are commercial and office buildings that range in height from one- to three-stories. The Project buildings will block views to the northeast from these nearby buildings and public areas because they are a maximum of 131 feet near the northeast corner of the Phase 1 property (an arc of approximately 45 degrees). However, views to the north along Haven Avenue and to the northwest would continue to be unobstructed.

- South of the Project site are three- to four-story office and warehouse buildings along 4th Street. Project buildings will block views from these buildings and public areas to the northeast to the northwest, especially for those areas that do not have views north along Haven Avenue or Utica Avenue (an arc of approximately 90 degrees).

- East of the Project site are one-story business park buildings and three-story warehouse buildings along Utica Avenue. The Project buildings will block views to the northwest from these nearby buildings and public areas because they are a maximum of 131 feet near the northeast corner of the Phase 1 property (an arc of approximately 45 degrees). However, views to the north along Utica Avenue and to the northeast would continue to be unobstructed.

The visual effect of the Project buildings on surrounding uses can be demonstrated by the renderings of the Project provided in the previous Exhibit 3-7, *Building Elevations*, as well as Exhibit 4.1-2, *Conceptual Renderings of the Project*. Views from buildings and public areas to the south may be blocked to the greatest degree by Project buildings due to their location on the onsite. However, these buildings and public areas would still have views to the northeast and northwest. Project buildings will be a maximum of 131 feet above ground level near the northeast corner of the Phase 1 property, so Project buildings would also partially block views from buildings and public areas east and west of the Project site. However, views to the north from these areas up Haven Avenue and Utica Avenue would continue to be unobstructed. Therefore, overall views of the area will be reduced (i.e., blocked by Project buildings) but not to a significant degree given the wide extent of views from the City to the north along the San Gabriel Mountains to the northwest to northeast and the San Bernardino Mountains further to the northeast.

The new building proposed in Phase 2B would not be substantially different than views of the existing building in Phase 2A, therefore, visual impacts of the Project as proposed, either the

[1] CEQA is concerned with public views (rather than private views) so the context of visual impacts would be views from areas used by the public such as streets and sidewalks as opposed to windows and yards of residences (Mira Mar Mobile Community v. City of Oceanside (2004) 119 Cal.App.4th 477, 493-494.)

Phase 1 with Phase 2A or Phase 1 with Phase 2B scenario, would be less than significant and no mitigation is required.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant.

**Scenic Resources/Scenic Highways**

***Impact AES-2 – Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

*Analysis of Impacts*

The Project site is not within or proximate to a designated scenic highway. There are no state or county eligible or designated state scenic highways in the city. The nearest officially designated scenic highway is State Route (SR) 2 (Angeles Crest Scenic Highway), located on the north side of the San Gabriel Mountains and approximately 12 miles from the northern city boundary and SR-38 (Rim of the World Scenic Highway) located approximately 24 miles east of the city's boundary (Caltrans 2023b).

An inspection of the site indicates there are two existing office buildings, both constructed in 1981, a beverage distribution plant which dates from 1981 and was in operation when the NOP was issued, a former vineyard which was planted in the 1930's, and a typical warehouse building in the eastern portion of the Phase 2 site that dates from 1986. The Cultural Resources Assessment (CRA) for the Project site also indicates it does not contain any buildings or resources that constitute significant historical resources (Duke CRM 2023). Based on available evidence, the Project site also does not contain any scenic resources or historic buildings, and there are no state or County eligible or designated state scenic highways in the City.

The City's General Plan considers major north-south roads in the City to have scenic value due to the location of the San Gabriel Mountains to the northeast to the northwest. The Project's buildings that front on the east side of Haven Avenue will momentarily block views of the San Gabriel Mountains to the north for northbound travelers for a period of approximately 40 seconds based on an assumed visually impeded area of 1,300 feet and traveling at 35 miles per hour, and slightly longer during periods of congestion on the roadway. However, the proposed Project will not result in any substantial damage to any scenic resources and does not itself contain any scenic resources. Therefore, impacts will be less than significant for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenarios.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Existing Visual Character**

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

*Analysis of Impacts*

The area surrounding the Project site consists of land uses typical of urban and suburban areas, including retail shops, offices, warehouses, major roads, etc. The General Plan Land Use Element also refers to the City as a collection of urban and suburban neighborhoods (PlanRC 2021). Therefore, the Project is in an urbanized area (i.e., as opposed to a rural area) and so is required to comply with the design requirements of the City General Plan and RCDC for the site zoning (See Exhibit 4.1-1, Conceptual Renderings of the Project). The Project is consistent with the following policies: LC-1.2: Quality of Place; LC-1.9: Infill Development; LC- 1.11: Compatible Development; LC-1.14: Street Amenities and Lighting; and, RC 1-1: View Corridors. As discussed in AES-1 and AES-2 above, development of the Project would be consistent with the overall context of the surrounding area and would not detract from views or the visual character of this portion of the city along Haven Avenue north of the I-10 Freeway. The towers are taller than currently allowed in the underlying zoning designation but are essential to the functioning of the proposed land use. To accommodate the increased building height, the applicant has requested the approval of a master plan, which is a zoning entitlement provided in the Development Code that permits site specific development standards. The master plan requests taller height limits for both the towers and the proposed buildings the maximum of which is the ASRS building which is approximately 131 feet above ground level on the site. Table 4.1-1 provides an analysis of the visual impacts of the proposed Project as outlined in its Master Plan relative to the General Plan and zoning requirements relative to visual character.

**Table 4.1-1**
**Visual Impacts of Project Master Plan**

| Development Code Section/Provision | Development Code Standard | Project Master Plan (Code Exceptions) |
|---|---|---|
| **Building Typology** (RCDC 17.138.020 E 2 and Table 17.130.060-1 FAR) | Sites greater than six acres shall provide a minimum of three building types: Main Street, Rowhouse, Courtyard Building, Multiplex, and Mid-Rise Building. | The Master Plan proposes only two building types, Mid-Rise and High-Rise Buildings. The use of multiple building types applies more to mixed use residential and commercial buildings rather than the proposed integrated manufacturing buildings. |
| **Building Facades** (RCDC Table 17.132.030-1) | Mixed Employment Zones shall provide building entrances and facades that | The Master Plan proposes architectural enhancements to reflect the Code-required architectural building facades/ |

| Development Code Section/Provision | Development Code Standard | Project Master Plan (Code Exceptions) |
|---|---|---|
| | include: Shopfronts/Arcade and recessed variations, and Forecourt designs. | characteristics/design elements while maintaining the function for the operational needs of the facility. These features are consistent with commercial, office, and manufacturing-scale buildings and uses in the surrounding area and would not result in significant visual impacts relative to views along Haven Avenue. |
| **Building Articulation** (RCMC 17.120.030, A-C) | When a building façade exceeds 400 feet in length along a right of way the building must include the following:<br>• A vertical break a minimum of 60 feet wide and 40 feet deep.<br>• Remain accessible and open to the public<br>• Be improved with pedestrian amenities | The Master Plan instead proposes that a building façade would be permitted to exceed 400 feet in length without providing additional articulation, vertical breaks, or amenities. These requirements are mainly for mixed use residential and commercial projects rather than an integrated facility to views of buildings along Haven Avenue will meet architectural and planning requirements. These differences are minor and are consistent with the area's visual goals so this design aspect would not result in significant visual impacts. |
| **Build to Line and Frontage Area** (RCMC 17.154.028 and 17.154.020) | 75% of a primary frontage width and 30% of a secondary frontage width shall be within a minimum of 15 feet and a maximum of 5 feet setback from the property line. | Master Plan instead proposes the following:<br>-Along Primary Frontage (Haven Avenue)- Minimum 33'-0" and maximum 40'0". Plans show 100% of the project Haven frontage will be within these limits.<br>-Along Secondary Frontage (6th Street and Utica Avenue)- Minimum 15'-0" and maximum 70'-0". Plans show 100% of these project frontages will be within the established limits.<br>These changes would not create a significant visual impact along Haven Avenue based on project design and proposed landscape buffering which is similar in overall design and appearance to existing commercial, office, and manufacturing uses in the vicinity of the project. |
| **FAR Min./Max.** | 0.4/1.0 | Master Plan allows min./max. FAR of 0.91/1.0 |
| **Block Size/Building Configurations - High Rise** | Minimum/Maximum:<br>• A. Width: Min. 150 feet Max 400ft. | Proposed:<br>• Width: No Minimum, No Maximum.<br>• Depth: No Maximum. |

| **Development Code Section/Provision** | **Development Code Standard** | **Project Master Plan (Code Exceptions)** |
|---|---|---|
| (RCMC 17.138.030, Site and Block Configurations, and RCMC 17.130.060 Building Type Standards) | • B. Depth: Min. 150 feet, Max 400 feet.<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 10 feet.<br>• Building Height: No maximum. | • Interior Side Yard Setback: None<br>• Rear Yard Setback: 5 feet.<br>• Building Height: No maximum.<br>Proposed changes will not result in a significant visual impact within or around the project including along Haven Ave. since the MP proposes building sizes and configurations that will be consistent with existing multi-story buildings along Haven Avenue. |
| **Block Size/Building Configuration- Mid Rise** (RCMC 17.138.030, Site and Block Configurations, and RCMC 17.130.060 Building Type Standards) | Minimum/Maximum:<br>• Width: Min. 150 feet Max 400 feet.<br>• Depth: Min. 150 feet, Max 400 feet.<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 10 feet.<br>• Building Height: to eave/top of parapet Max. 80 feet.<br>a. Overall Max. 92 feet. | Proposed:<br>• Width: No Minimum, No Maximum<br>• Depth: No Maximum<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 5 feet.<br>• Building Height: to eave/top of parapet Max. 131 feet.<br><br>Proposed changes will not result in a significant visual impact within or around the project including along Haven Ave. since the MP proposes block and building configurations that are generally consistent with the appearance of existing multi-story uses within the vicinity of the Haven Ave. corridor. However, the new Project buildings, especially the ASRS building, will be taller than surrounding offsite buildings. |
| **Site and Block Configurations** (RCDC Table 17.138/030-1) | Blocks Sizes within the ME2 zone may not exceed 500 feet by 2000 feet unless a paseo is included that cuts through the entire block. | The Master Plan proposes one block break to be consistent with the goal of breaking up large buildings and having more street-scale views separating new buildings along Haven Ave. This MP design is generally consistent with the City's visual goals along major corridors like Haven Ave. except that project buildings will be incrementally larger and taller than typical for the high-rise and mid-rise categories to be able to accommodate the proposed expansion design. |

Table 4.1-1 demonstrates the planned visual deviations of the project Master Plan from the General Plan and RCMC design requirements will result in less than significant impacts to visual or scenic resources and are generally consistent with the City's overall visual goals for uses along the Haven Avenue corridor except that Project buildings will be incrementally larger and

taller than typical for the high-rise and mid-rise categories to be able to accommodate the proposed distribution plant expansion design.

Exhibit 4.1-1 shows views of the existing Project site. Various views of the proposed Project buildings and improvements have been provided by the applicant's team so the reader can see how the proposed buildings will actually appear on the site from surrounding areas. Two dimensional elevations of the Project buildings and their colors and materials are shown in Exhibits 3-6 and 3-7, respectively, in the Project Description. In addition, Exhibit 4.1-2 provides a number of three-dimensional perspective conceptual renderings of the Project showing views of the various Project buildings from various directions. The various visual presentations of the proposed buildings demonstrate the Project is visually compatible with the light industrial, warehousing, and office uses in the surrounding area along Haven Avenue. For example, the conceptual renderings indicate that drivers traveling along Haven Avenue will have similar views to those at present (e.g., office, warehouse, and commercial buildings 1-3 stories in height with enhanced architectural treatments and variations that soften the appearance of the large buildings along the east side of Haven Avenue associated with the Project. Plans indicate the existing office buildings in the southwest portion of the Project have parapet heights of 22-34 feet (i.e., 2- to 3-stories), which will be maintained, while the new ASRS building in the northern portion of the Phase 1 Project will have a maximum height of 131 feet above ground level according to the Project plans. This building will be in the northeastern portion of the Phase 1 property so it will be set back from Haven Avenue and only momentarily block views of the mountains for drivers traveling north on Haven Avenue (approximately 10 seconds traveling at 35 miles per hour).

The Project has several design features including upscale architecture and articulation of the buildings, upscale materials and accents, and enhanced landscaping both along its perimeter for mainly public visual benefits, and internal to the site for worker visual benefits. The Project will comply with all applicable RCDC regulatory design requirements of the General Plan and RCDC except where noted in the Master Plan (see Table 4.1-1). However, the exceptions still result in the proposed buildings and improvements being compatible and consistent with the requirements of the general plan and the development code, as well as consistent with surrounding land uses. The Project will have less than significant visual impacts (i.e., consistent with applicable zoning and other regulations governing scenic quality) for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant



Conceptual Rendering of Project
Site from the Southwest Corner

Source: RSP Architects
http://www.migcom.com • 951-787-9222

Exhibit 4.1-2a Conceptual Rednerings of Project Buildings

El Camino Project
Rancho Cucamonga, California

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Two-Story Office Building Elevations - West



Two-Story Office Building Elevations - East



Two-Story Office Building Elevations - South



Two-Story Office Building Elevations - North

Source: RSP Architects



# Exhibit 4.1-2b Conceptual Renderings of Project Buildings

El Camino Project
Rancho Cucamonga, California



Project Site from the Southeast Corner of 6th Street and Utica Avenue.





Looking West towards Project Site from Utica Avenue

Source: RSP Architects



Exhibit 4.1-2c Conceptual Renderings of Project Buildings

El Camino Project
Rancho Cucamonga, California

MIG

**Light and Glare**

***Impact AES-4 – Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

*Analysis of Impacts*

The Project site is in an area already developed with a variety uses. Haven Avenue, which forms the western site boundary is a primary mixed-use corridor configured as a six-lane roadway. The existing lighting levels in the surrounding area are relatively high. The southern half of the Phase 1 property and all of the Phase 2 property onsite are already developed as well, although the facilities on the Phase 1 site will be demolished and replaced with the production and distribution facility including the undeveloped portion of the site. One of the office buildings along Haven Avenue at the southwestern corner will remain. The existing light industrial building on the Phase 2 property will either remain and its interior redeveloped (Option A) or be demolished and a new building constructed in its place (Option B). In either case, the entire Project site will eventually be fully developed and have substantial additional lighting for security, parking, roadway access, building access, etc.

Development of the Project site would introduce additional glare from sunlight reflecting off of windows or direct views of unshielded lighting sources at night (visual "hot spots"). The Project could increase new lighting and glare (from windows or lighting) onto Haven Avenue or neighboring commercial or light industrial uses (but no residential uses). Activities onsite occur 24/7 which would increase the amount of lighting needed beyond just security lighting (i.e., parking and truck movements), however, shielding is required to direct lighting down and not toward offsite properties. However, the placement of walls and the overall design of the Project will help shield direct views of any lighting fixtures or window reflections (i.e. glare).

The following General Plan policy specifically minimizes light and glare from new development, including the proposed Project:

- **RC-1.4 Dark Sky.** Limit light pollution from outdoor sources, especially in the rural, neighborhood, hillside, and open spaces to maintain darkness for night sky viewing. By ensuring that all future development projects comply with the municipal code and General Plan Update policies pertaining to light and glare, any potential spillover would be minimized.

The Project will be required to comply with the lighting regulations in the RCDC Section 17.58, Outdoor Lighting Standards, the 2022 CBC, and General Plan EIR Standard Condition 5.1-1 which requires the preparation of a detailed lighting plan and photometric diagram for the Project site for both Phase 1 and Phase 2. Section 17.58 of the City's Municipal Code requires all lights must be directed and shielded to prevent light and glare from spilling over onto adjacent properties, thereby avoiding an adverse effect. The RCDC section requires development to identify its planned lighting fixtures and to help minimize dark sky impacts of new development. Together these requirements will ensure that potential light impacts will be less than significant for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenarios.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact AES-5 – Would the project cause substantial adverse cumulative impacts with respect to aesthetics?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). Although none of the local cumulative projects are adjacent to the Project site, they have similar viewsheds of the San Gabriel Mountains to the north and northwest and the San Bernardino Mountains to the northeast. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*).

One of the local cumulative projects, #29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space, has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding scenic vistas discussed in Impact AES-1, the local cumulative development projects vary from residential to commercial to light industrial but would have heights similar to surrounding buildings and no General Plan Amendments or zone changes are indicated in the City's development notes on the local cumulative projects. The City of Rancho Cucamonga, as well as surrounding jurisdictions, limit heights of new buildings to the restrictions in their appropriate General Plans and development codes. New development in this region can sometimes limit views for roadways and established land uses south of new uses since primary views and scenic vistas are toward the mountains to the north. Future development in other parts of the City would be required to be consistent with the design standards of the City's current General Plan and standard conditions of approval, and the related projects would be subject to discretionary review by the Planning Commission, City Council, or both as well as final design review by the Design Review Committee. Similar development review procedures are established and would be followed for development within the three nearby cities and the County. Therefore, cumulative growth is not expected to result in substantial adverse effects on a scenic vista, and the Project would make only incremental impacts to these overall regional impacts. Therefore, the Project will not make a substantial contribution to any significant cumulative impacts on scenic vistas.

Regarding damage to scenic resources, there are no designated scenic highways within the cumulative projects area (5-mile radius around the Project site)(Impact AES-2). The Project site has no scenic resources and the other local cumulative projects all have urban settings which would generally tend to have fewer scenic resources other than native/heritage trees. While it is not possible to know if or how many such trees are on the local cumulative project sites, the City

of Rancho Cucamonga, the City of Jurupa Valley, and the County of San Bernardino have ordinances that address tree removal and the planting of new trees to replace any that are removed by new development. The Project itself will remove 24 identified heritage trees onsite but the landscaping plan indicates the Project will plant hundreds of new trees. Therefore, the Project will not make a significant contribution to any significant cumulative impacts relative to scenic resources, including trees, rock outcroppings, or historic buildings within a state scenic highway.

Regarding scenic quality in urban areas, the proposed Project is a previously disturbed urban site and would be adding new manufacturing buildings consistent with the General Plan guidelines (Impact AES-3). The proposed Project, in combination with the related projects, would be required to adhere to their respective General Plan goals and policies, municipal code requirements, and, standard conditions related to views, viewshed, and scenic resources. Therefore, the Project will not conflict with applicable zoning and other regulations governing scenic quality and thus would not make a substantial contribution to any significant cumulative impacts in this regard.

Regarding lighting and glare (Impact AES-4), the Project will incrementally increase light and glare in the surrounding area by adding new manufacturing buildings with glazed surfaces, glass, and outdoor areas and buildings that require security lighting at night. Future cumulative development will require similar lighting and contain reflective surfaces which will increase light and glare in their surrounding areas as well. Future development in other parts of the City would be required to be consistent with the lighting standards of the City's current General Plan and standard conditions of approval, and the related projects would be subject to discretionary review by the Planning Commission, City Council, or both as well as final design review by the Design Review Committee. Similar development review procedures for lighting and glare are established and would be followed for development within the three nearby cities and the County. Therefore, cumulative growth is not expected to result in substantial adverse effects on a scenic vista, and the Project would make only incremental impacts to these overall regional impacts. Therefore, the Project will not make a substantial contribution to any significant cumulative impacts related to lighting or glare.

The related cumulative projects (both those within the 5-mile radius and within the 1-mile radius) have the potential to incrementally increase the amount of light and glare in the surrounding region. Each project in the related projects study area would be required to comply with policies and regulations set forth by their General Plan and municipal codes including applicable night lighting and dark sky ordinances. Compliance with these policies, plans, regulations and standard conditions of project approval would ensure that cumulative impacts with respect to light and glare would be less than significant. Potential aesthetic impacts of each of the related projects would be site-specific and would require evaluation on a case-by-case basis at the project level. Each related development project would require separate discretionary evaluation under CEQA, which would address potential impacts to scenic vistas, scenic highways, compliance with city zoning regulations, and light and glare.

Therefore, the Project would not cause a cumulatively considerable impact on aesthetics for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenarios.

*Level of Significance Before Mitigation*

Less that Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### 4.1.5 - REFERENCES


1 City of Rancho Cucamonga. (2021). *Rancho Cucamonga General Plan Update EIR*. Page 5.1-7 & 5.1-8. [Accessed August 2023]

2 City of Rancho Cucamonga. (2023). Rancho Cucamonga Municipal Code. Section 2.24.010(B)(4). [Accessed October 2023]

3 California 2023a. California, State of. California *State Scenic Highway System Map*. CALTRANS. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. [Accessed August 2023].

4 California 2023b. California, State of. California Department of Transportation (Caltrans). *Scenic Highway Program* [Accessed September 2023]

5 Duke CRM 2023. Cultural and Paleontological Resources Assessment for the El Camino Project, prepared by Duke CRM dated November 9, 2023.


### 4.1.6 - ACRONYMS

| | |
|---|---|
| Caltrans | California Department of Transportation |
| CBC | California Building Code |
| CBSC | California Building Standards Commission |
| CEQA | California Environmental Quality Act |
| CPTED | Crime Prevention Through Environmental Design |
| I | Interstate |
| PlanRC | City of Rancho Cucamonga General Plan 2020-2040. |
| RCDC | Rancho Cucamonga Development Code |
| RCMC | Rancho Cucamonga Municipal Code |
| SCE | Southern California Edison |
| SOI | Sphere of Influence |
| SR | State Route |

# 4.2 – Agriculture and Forestry Resources

This EIR section addresses impacts of the Project on agriculture and forest resources. Issues of interest are those identified by the CEQA Guidelines: whether the Project will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use; will it conflict with existing zoning for agricultural use or a Williamson Act contract; conflict with existing zoning for or rezoning of forest land or timberland; result in the loss of forest land or conversion of forest land to non-forest use; or involve other changes in the existing environment which could result in conversion of farmland or forest land to non-agricultural or non-forest use.

## 4.2.1 – ENVIRONMENTAL SETTING

### Existing Conditions

The southern half of the Phase 1 Project site is currently developed with two office buildings and a beverage bottling facility that was in operation when the NOP was issued, while the northern half is vacant and a former vineyard. The Phase 2 site contains an existing light industrial/warehouse building. The Project site is located in a heavily urbanized area and largely surrounded by light industrial uses. The central portion of the Phase 1 site was planted with grape vines in the 1930's but the vineyard was abandoned sometime in the 1980's (REUSC 2017)[9].

## 4.2.2 – REGULATORY FRAMEWORK

### Federal

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore soil functions on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. Disruptions of natural soil functions as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the Federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) requirements, through the National Pollution Discharge Elimination System (NPDES) permitting process, provide guidance for protection of soil resources.

### State

California Government Code Sections 51290–51295

The acquisition and use of agricultural preserve lands for any local, state, or federal public improvements and public utility improvements are regulated by these sections. Notification of the Director of Conservation by the public agency and/or person acquiring land is required if the use of agricultural preserve land is deemed necessary for public use or if agricultural preserve land has been acquired. Exceptions to a public agency and/or person locating public improvements on agricultural preserve land are (1) when the location is not based primarily on lowering the cost of acquiring land in an agricultural preserve, and (2) if the land is under a contract for any public improvement and there is no other land within the preserve on which it is feasible to locate the public improvement.

California Government Code Section 65570

California Government Code (Section 65570) requires the Farmland Mapping and Monitoring Program (FMMP) to report the conversion of grazing land and farmland, and to provide the data and maps to the public and local government on a biennial schedule. To create the maps, the FMMP utilizes data from the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) soil survey and current land use information. Maps and statistics are produced using a process that integrates current and historic aerial photo imagery, field verification, a computerized mapping system, and public review. Additional data on land management and land use conversion may also be provided by other federal, state, and local government agencies. These maps delineate land use in eight mapping categories (and one overlay category) and represent an inventory of agricultural soil resources within San Bernardino County. The categories of land shown, as defined on these maps, are listed as follows:

- Prime Farmland (P). Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Farmland of Statewide Importance (S). Farmland of Statewide Importance is similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- Unique Farmland (U). Unique Farmland consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- Farmland of Local Importance (L). Farmland of Local Importance is defined by each county's local advisory committee and adopted by its board of supervisors. This refers to all farmable lands in the county that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture, and grazing land.
- Grazing Land (G). Land on which the existing vegetation is suited to the grazing of livestock.
- Urban and Built-up Land (D). Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.
- Other Land (X): Land not included in any of the other mapping category. Common examples include low-density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

- Water (W): Perennial water bodies with an extent of at least 40 acres.
- Land Committed to Nonagricultural Use: This category was developed in cooperation with local government planning departments and county boards of supervisors during the public workshop phase of the FMMP's development in 1982. Land Committed to Nonagricultural Use information is available both statistically and as an overlay to the important farmland information. Land Committed to Nonagricultural Use is defined as existing farmland, grazing land, and vacant areas which have a permanent commitment for development.

Williamson Act

Formally known as the California Land Conservation Act of 1965, the Williamson Act is a nonmandated State program administered by local governments for the preservation of agricultural land. This program enables local governments to enter into contracts with private landowners to restrict specific parcels of land to agricultural or related open space use. In return, landowners receive substantially reduced property tax assessments because the assessments are based on generated income rather than the potential market value of the property.

Participation is voluntary on the part of both landowners and local governments, and it is implemented through the establishment of Agricultural Preserves and the execution of Williamson Act contracts. Individual landowners enter into a contract that restricts the uses of agricultural and open space lands to farming/ranching uses during the term of the contract in return for lower property taxes. Initially signed for a minimum 10-year period, the contracts are automatically renewed on each anniversary date of the contract unless a notice of nonrenewal is filed, or a contract cancellation is approved by the local government.

State Forestry Laws

Division 1.5 of Title 14 of the California Public Resources Code governs the designation and monitoring of forests and forest resources within the State. In addition, the State Board of Forestry and Fire Protection administers the “Forest Practice Rules” for professional foresters and their activities in the State.

**Regional**

San Bernardino Countywide Plan 2020

Natural Resources

The Countywide Plan’s Natural Resource (NR) Section, Goal NR-7, Agriculture and Soils, provides guidance for protection of agricultural soils and Prime Farmland resources within the County. The Element provides Goals and policies for the county’s management, preservation, and utilization of all-natural resources in the county of San Bernardino including water, energy, land, biodiversity, minerals, natural materials, recyclables, viewsheds and air. The Element provides direction to prevent wasteful destruction and neglect of these resources. The City is located in the western end of the county and has approximately 10 square miles of land in the City’ unincorporated sphere of influence located along the northern boundary of the City limits that is bordered by the City of Upland to the west, the City of Fontana to the east, and the foothills of the Angeles National Forest to the north.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

The Resource Conservation Chapter of the Rancho Cucamonga General Plan (RCGP) provides guidance regarding the City's natural resources and their preservation. The City has a strong agricultural past as evidence of the industry can still be found in remnant vineyards, citrus groves and old farm structures within the community. The Resource Conservation Chapter of the RCGP provides guidance to promote the City's goals for the conservation of land with consideration of the existing natural resources. As discussed in the Resource Conservation Chapter, few large open areas remain that would support commercial agricultural production. The Project site does not provide sufficient size and is surrounded by developed urban uses so it would not support commercial agricultural production.

City of Rancho Cucamonga Municipal Code (RCMC)

The City of Rancho Cucamonga Municipal Code Title 17 summarizes the City's various land use zones and zoning districts and describes their development standards and purposes. There is not a designated Agricultural Zone or Overlay district in the City. Agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones.

## 4.2.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the proposed Project would have a significant impact related to agricultural or forest resources if it would:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use;

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract;

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g));

d) Result in the loss of forest land or conversion of forest land to non-forest use; or

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

## 4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to agricultural resources, timberland, and forest range lands.

### Convert Farmland

***Impact AG-1 – Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

*Analysis of Impacts*

The NRCS Soil Survey[1] for southwestern San Bernardino County indicates approximately 75% of the site is underlain by Tujunga loamy sand (TuB) and 20% of the site is underlain by Hanford sandy loam (HbA) both with minimal slopes. The NRCS considers these to be alluvial floodplain soils that are suitable for agricultural activities especially when irrigated, as evidenced by this entire area, including the central portion of the Project site, historically supporting vineyards.

The entire Project site is classified as "Urban and Built-Up Land" by the CDOC's Important Farmland Finder website[2] and Farmland Mapping and Monitoring Program website[3], so the site contains no important farmland as defined by the state. However, the two soils that underlie the site have supported agricultural activities in the past (i.e., former vineyards).

Based on this information, development of the Project would not result in any impacts to important farmland as classified by the state for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Williamson Act Conflict**

***Impact AG-2 – Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

*Analysis of Impacts*

The Project site and surrounding properties are all designated as "D – 21st Century Employment District" in the City's General Plan[4]. In addition, the site is presently zoned "ME2 Mixed Employment". The City has no agricultural zones shown on its current zoning map[5] and none listed in the City's Development Code[6]. However, agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones.

According to County Assessor data and Williamson Act data[7] from the Division of Land Resource Protection (DLRP) within the State Department of Conservation, there are no Williamson Act (agricultural preserve) contracts on or adjacent to the Project site. Therefore, there would be no impacts for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Conflict with Existing Zoning**

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

*Analysis of Impacts*

The City does not have land specially zoned for agriculture, forest land, or timberland as described in Public Resources Code section 12220(g), Public Resources Code Section 4526, or Government Code section 51104(g), nor does the Project site contain any active agricultural uses or forestland although it does contain a former vineyard. The City allows for conventional agricultural uses to continue within the lands designated as Rural Open Space in the City's land use and zoning plans[4,5].

The Project site and surrounding properties are all designated as "D – 21st Century Employment District" in the City's General Plan[4]. In addition, the site is presently zoned "ME2 Mixed Employment". The City has no agricultural zones shown on its current zoning map[5] and none listed in the City's Development Code[6]. However, agricultural uses are permitted in the Open Space (OS), Flood Control-Open Space (FC), and Utility Corridor-Open Space (UC) zones. Therefore, the Project will have no impacts relative to conflicts with agricultural zoning for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Loss of Forest Land**

***Impact AG-4 – Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

*Analysis of Impacts*

According to CalFire's Forest Resource Maps[8], the Project site is not classified as forest land. In addition, the Arborist Report (Appendix D) indicates the site contains approximately 257 trees of various (non-timber) species as part of the landscaping for the existing two offices and beverage distribution facility in the Phase 1 site and the warehouse in the Phase 2 site. The site also contains trees along the Phase 1 property northern boundary that appear in historical aerial photos to have been a windrow for the onsite vineyard when it was planted. "Forest" resources constitute properties where tree canopy coverage equals 10% or greater and includes tree

species designated for potential forest or timber harvesting per Public Resources Code section 12220(g). In this case the onsite trees constitute only about two percent of the site. In addition, the trees are ornamental landscaped species including bottlebrush, plane tree, and Brazilian pepper which are not considered lumber harvestable species. Therefore, the Project site does not contain any forest resources and its development will not result in the loss of forest land or conversion of forest land to non-forest uses. This conclusion would be valid for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Other Changes**

***Impact AG-5 – Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

*Analysis of Impacts*

As concluded in Section 4.2.4, Impacts AG-1 through AG-5, the Project site contains no important farmland, agricultural uses, or forest land. The site did have a previous vineyard in the center portion of the site which is no longer in use. There are also vacant properties in the vicinity of the Project site, many of which were formerly planted as vineyards for many years. However, the surrounding properties are all designated for urban uses in the City's General Plan and Zoning. Therefore, development of the Project site will not result in any changes that would convert agricultural or forest land to other uses under either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

## Cumulative Impacts

### *Impact AG-6 – Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?*

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site and none involve conversion of agricultural or forest land to urban uses. It is possible that one or more of the cumulative projects within a 5-mile radius of the Project site support agriculture but the cumulative project information from the Traffic Impact Assessment (TIA) was not sufficient to identify such existing uses. However, all these areas are considered urban in terms of existing or planned land uses so it is likely that none of the cumulative project sites contain significant farming or agriculturally related operations.

Regarding conversion of prime farmland, the Project site contains no important farmland, agricultural uses, or forest land (per Impact AG-1). There are vacant properties in the general area that were formerly planted as vineyards for many years (when Ontario and Rancho Cucamonga were known as wine-producing areas). However, the surrounding properties now either contain or are all designated for urban uses in the City's General Plan and Zoning Ordinance. Since the site contains no active agricultural resources, its development would not result in any contribution to a cumulatively considerable impact to prime farmland.

Regarding conflicts with existing zoning for agricultural use or a Williamson Act contract, the Project site contains neither of these restrictions (see Impact AG-2). Therefore, even if one or more regional cumulative project sites contains agriculture, the Project would not make any significant contribution to the loss of land with agricultural zoning or a Williamson Act contract.

Regarding conflicts with existing zoning for forest land, the Project site contains no such resource (i.e., forest land) nor does it contain agricultural zoning (see Impact AG-3). Therefore, even if one or more regional cumulative project sites contains or would lose agricultural zoning, the Project would not make any significant contribution to a regional cumulative impact in this regard.

Regarding the loss of forest land or conversion of forest land to non-forest use, Impact AG-4 demonstrates the Project site contains no forest land or would result in the lost of any forest land. Therefore, even if one or more regional cumulative project sites contained or would lose forest land or forest resources, the Project would not make any significant contribution to a regional cumulative impact in this regard.

Regarding other changes in the existing environment, Impact AG-5 demonstrates the Project would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, even if one or more regional cumulative project sites contained or would lose farmland or forest land, the Project would not make any significant contribution to a regional cumulative impact in this regard.

As concluded in Section 4.2.4, Impacts AG-1 through AG-5, the Project site contains no important farmland, agricultural uses, or forest land. There are vacant properties in the surrounding region that were formerly planted as vineyards. However, the surrounding properties are all designated for urban uses in the City's General Plan and Zoning. Since the site contains no agricultural or forest resources, its development would not result in any contribution to a cumulatively considerable impact to agricultural or forest resources for either the Phase 1 plus Phase 2A or the Phase 1 plus Phase 2B scenario. Since the site contains no agricultural or forest resources, its construction would not result in any additional cumulative impacts if one or more cumulative project sites within a 5-mile radius of the Project site were to result in the loss of agricultural or forest resources.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

### 4.2.5 - REFERENCES


1 United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS 2023). Soil Survey of Southwestern San Bernardino County. [Accessed September 2023]. https://websoilsurvey.nrcs.usda.gov/app/

2 California Department of Conservation, California Important Farmland Finder (CIFF 2023). https://maps.conservation.ca.gov/dlrp/ciff/ [Accessed August 2023].

3 California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP 2023). https://maps.conservation.ca.gov/dlrp/ciff/ [Accessed August 2023].

4 City of Rancho Cucamonga, Rancho Cucamonga General Plan Update EIR. Page 5.2-11 (City 2023a). https://www.cityofrc.us/GeneralPlanprocess [Accessed October 2023].

5 City of Rancho Cucamonga, Zoning Plan Viewer (City 2023b). [Accessed August 2023]. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=71c7e5e09b7f48cd9a56f341f6056540

6 City of Rancho Cucamonga, Municipal Code (City 2023c), RCMC Section 17, Development Code. [Accessed October 2023] https://library.qcode.us/lib/rancho_cucamonga_ca/pub/municipal_code

7 California Department of Conservation, Division of Land Resource Protection (DLRP), Williamson Act Mapping (DLRP 2023). https://www.conservation.ca.gov/dlrp/wa [Accessed August 2023].

8 California Department of Forestry and Fire Protection (CDFFP), Forest Resource Mapping Layer (CalFire 2023). California Open Data Portal. [Accessed October 2023] https://data.ca.gov/dataset/?q=forest+resources&sort=score+desc%2C+metadata_modified+desc

9 Ramboll Environ US Corporation (REUSC 2017). Phase 1 Environmental Site Assessment, BCI Bottling Company of Los Angeles. September 2017.

### 4.2.6 – ACRONYMS

| | |
|---|---|
| CDOC | California Department of Conservation |
| CDFFP | California Department of Forestry and Fire Protection |
| DLRP | Division of Land Resource Protection |
| FMMP | Farmland Mapping and Monitoring Program (DOC program) |
| NPDES | National Pollution Discharge Elimination System (through federal CWA) |
| NRCS | Natural Resource Conservation Service |
| RCMC | Rancho Cucamonga Municipal Code |
| USDA | United States Department of Agriculture |

## 4.3 – Air Quality

This EIR section provides information on the Project's environmental and regulatory air quality setting and evaluates the potential amount of emissions of regulated air pollutants that could be generated by construction and operation of the Project. This EIR section is consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook, as amended and supplemented. Information on existing air quality conditions, federal and state ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD.

This EIR air quality analysis has been closely coordinated with the energy and greenhouse gas analyses contained in Sections 4.6 and 4.8 of this EIR, respectively. Please refer to Appendix C for detailed air quality modeling assumptions, emissions estimates, and health risk assessment. As described in Section 4.3.5, potential Project impacts evaluated with respect to air quality include the Project's ability to conflict with or obstruct implementation of the applicable air quality plan, result in a cumulatively considerable net increases in criteria pollutants, expose sensitive receptors to substantial pollutant concentrations, and result in other emissions (such as odors) that could adversely affect a substantial number of people. It should be noted that for the following discussion, the term "existing use" refers to the operation of a beverage distribution warehouse on the site at the time the NOP was issued.

### 4.3.1 – ENVIRONMENTAL SETTING

#### Regional Environmental Setting

Air quality is a function of pollutant emissions and topographic and meteorological influences. The quantity of pollutants emitted into the air and the physical features and atmospheric conditions of a geographic region interact to affect the movement and dispersion of pollutants and determine the quality of its air.

The U.S. EPA and CARB are the federal and state agencies charged with maintaining air quality in the nation and state, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the state into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions. The proposed Project is located in San Bernardino County, within the South Coast Air Basin (Basin). The Basin includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

***Regulated Air Pollutants.*** The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone ($O_3$), particulate matter (PM), which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or $PM_{10}$) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), and lead. The U.S. EPA refers to these six common pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria.[1] CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS) plus the following additional air pollutants: hydrogen sulfide ($H_2S$), sulfates

($SO_X$), vinyl chloride, and visibility reducing particles. A description of the regulated air pollutants associated with the proposed Project is provided below.

- Ground-level Ozone, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen ($NO_X$) and volatile organic compounds (VOCs), also called reactive organic gases (ROG), in the presence of sunlight.[2] Thus, ozone formation is typically highest on hot sunny days in urban areas with $NO_X$ and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
    - ROG is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA.[3]
    - VOC is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as methane, ethane, and methylene chloride.[3]
- Particulate Matter (PM), also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles.[4]
    - $PM_{10}$, also known as inhalable coarse, respirable, or suspended $PM_{10}$, consists of particles less than or equal to 10 micrometers in diameter (approximately $1/7^{th}$ the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease.[4]
    - $PM_{2.5}$, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately $1/30^{th}$ the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects.[4]
- Carbon Monoxide (CO) is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death.[5]
- Nitrogen Dioxide ($NO_2$) is a by-product of combustion. $NO_2$ is not directly emitted but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and $NO_2$ are collectively referred to as $NO_X$ and are major contributors to ozone formation. $NO_2$ also contributes to the formation of particulate matter. $NO_2$ can cause breathing difficulties at high concentrations.[6]
- Sulfur Dioxide ($SO_2$) is one of a group of highly reactive gases known as oxides of sulfur ($SO_X$). Fossil fuel combustion in power plants and industrial facilities are the largest

emitters of $SO_2$. Short-term effects of $SO_2$ exposure can include adverse respiratory effects such as asthma symptoms. $SO_2$ and other $SO_X$ can react to form PM.[7]

- Sulfates ($SO_4^{2-}$) are the fully oxidized ionic form of sulfur. $SO_4^{2-}$ are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to $SO_2$ during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease.[8]

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) or toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 188 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPs, as well as particulate emissions from diesel-fueled engines (DPM) and other substances, to be a TAC. Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this document uses the term TAC when referring to HAPs and TACs.[9, 10] A description of the TACs associated with the proposed Project and its vicinity is provided below.

- Gasoline-powered Mobile Sources. According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin*,[11] or MATES V, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES V study identifies that diesel emissions account for approximately 50% of the total air toxics and cancer risk in the Basin, while Benzene, 1,3-Butadiene, and Carbonyls make up approximately 25% of the cancer risk.

- Diesel Particulate Matter (DPM). Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 micrometer (µm) in diameter, and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and $NO_x$. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure.[12]

- Natural Gas Combustion. Combusting natural gas produces TACs including, but not limited to: formaldehyde, acetaldehyde, acrolein, ammonia, methanol, n-hexane, benzene, toluene, 1,3-butadiene, xylenes, and naphthalene.[13]

Common criteria air pollutants, such as ozone precursors, $SO_2$, and PM, are emitted by a large number of sources and in quantities such that they have appreciable effects on a regional basis (i.e., throughout the Basin). Other pollutants, such as HAPs, TACs, and fugitive dust, are generally not as prevalent and/or are emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.[14]

***Regional Air Pollutant Emissions Levels.*** CARB's estimate of the quantity of emissions generated within the Basin in 2017, the most recent year for which data is available, is summarized in Table 4.3-1.

**Table 4.3-1**
**South Coast Air Basin Emissions Summary**

| Emissions Source | 2017 Pollutant Emissions (Tons Per Day) | | | | | | |
|---|---|---|---|---|---|---|---|
| | ROG | $NO_X$ | $PM_{2.5}$ | $PM_{10}$ | PM | CO | $SO_X$ |
| Stationary(A) | 87 | 42 | 13 | 18 | 26 | 85 | 8 |
| Area-wide(B) | 130 | 20 | 32 | 117 | 221 | 53 | 0 |
| Mobile(C) | 185 | 298 | 17 | 30 | 31 | 1650 | 5 |
| Total(D) | 529 | 367 | 72 | 179 | 292 | 1893.1 | 15 |
| **Emissions Source** | **2017 Pollutant Emissions (Tons Per Year)** | | | | | | |
| | ROG | $NO_X$ | $PM_{2.5}$ | $PM_{10}$ | PM | CO | $SO_X$ |
| Stationary(A) | 31,675 | 15,217 | 4,595 | 6,526 | 9,432 | 30,901 | 2,982 |
| Area-wide(B) | 47,395 | 7,420 | 11,519 | 42,661 | 80,815 | 19,436 | 128 |
| Mobile(C) | 67,598 | 108,901 | 6,074 | 11,081 | 11,344 | 602,261 | 1,796 |
| Total(D) | 193,300 | 690,989 | 26,246 | 65,196 | 106,722 | 690,989 | 5,636 |

Source: CARB[15] modified by MIG.

(A) Stationary sources include fuel combustion in stationary equipment, waste disposal, cleaning and surface coatings, petroleum production and marketing, or a specific type of facility such as printing and metals processing facilities.

(B) Mobile sources include automobiles, trucks, and other vehicles intended for "on-road" travel and other self-propelled machines such as aircraft, ocean going vessels, construction equipment, and all-terrain vehicles intended for "off-road" travel.

(C) Area-wide sources include solvent evaporation (e.g., consumer products, painting, and asphalt paving) and miscellaneous processes such as residential space heating, fugitive windblown dust, and cooking.

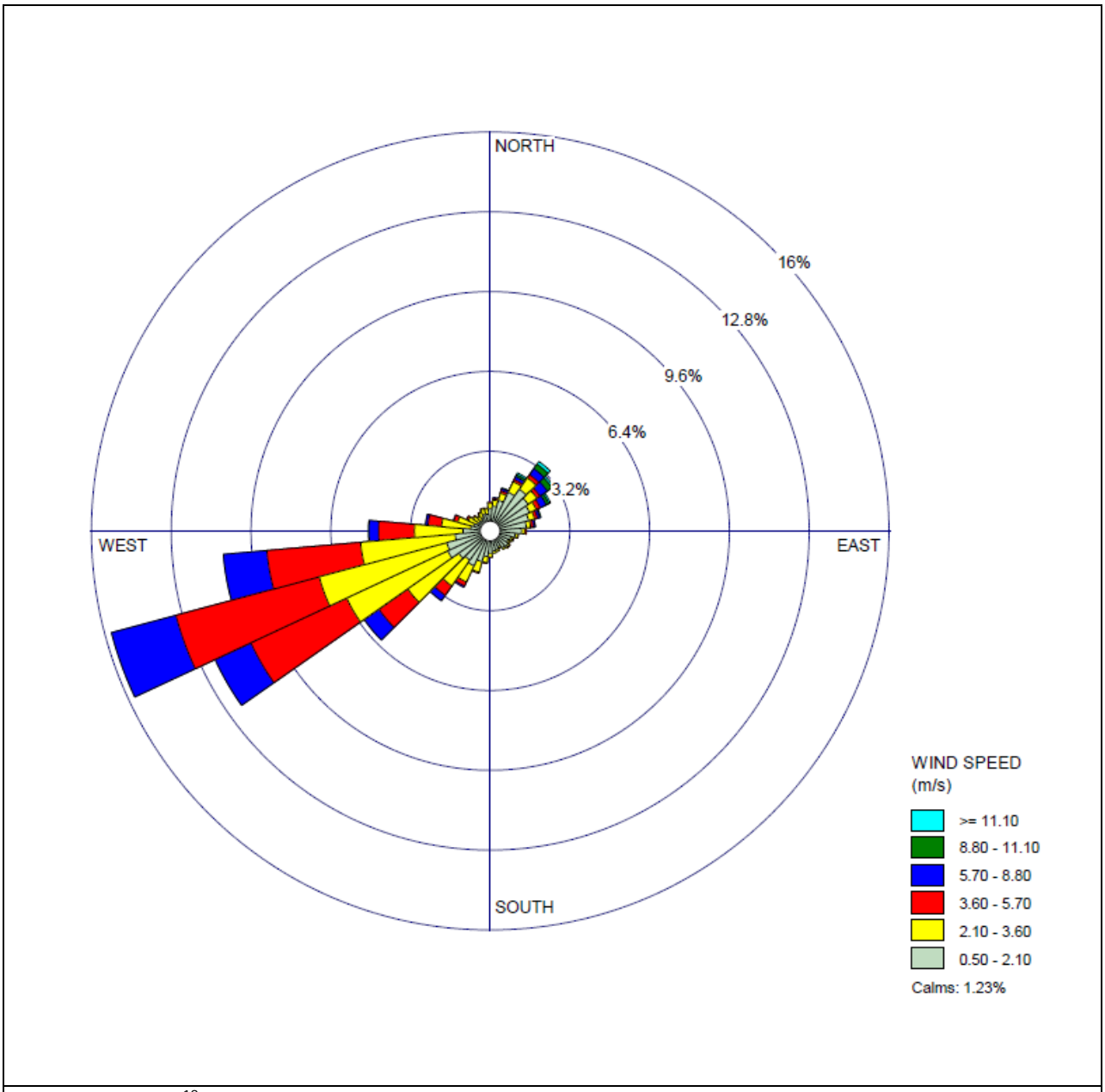
(D) Totals may not equal due to rounding.

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the Basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as CO and $NO_X$.[16]

Temperatures near the Project site range from a high of 92 degrees Fahrenheit (F) in July and August to a low of 40 degrees Fahrenheit in January. Annual precipitation is approximately 20 inches, falling mostly from November through March.[17]

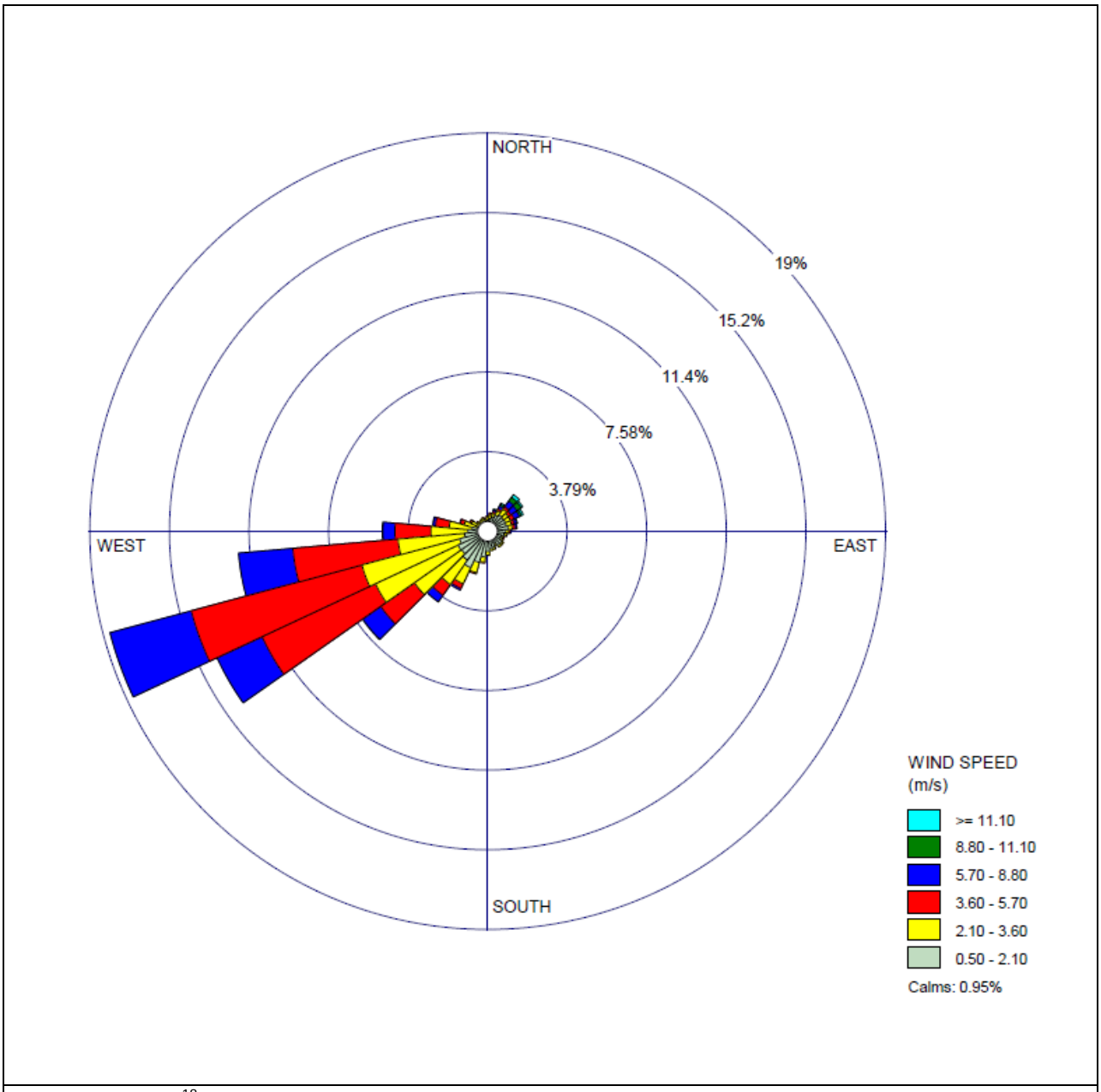
The SCAQMD maintains publicly meteorological data for use in air quality analyses. The closest meteorological station with data representative of those at the Project site is from Ontario International Airport, approximately 1.6 miles southwest of the Project site. The wind rose for Ontario International Airport is shown in Exhibit 4.3-1 and Exhibit 4.3-2. Exhibit 4.3-1 includes data from 24 hours a day, while Exhibit 4.3-2 includes only data from 6 AM to 10 PM, the hours during which construction are mainly anticipated to occur, per the City's Municipal Code Section 17.66.050(D), Noise Standards. Exhibits 4.3-1 and 4.3-2 indicate the prevailing wind near the Project site is from the west-southwest.

**Exhibit 4.3-1**
**24-Hour Wind Conditions at Ontario International Airport (Blowing From)**




Source: SCAQMD[18]

**Exhibit 4.3-2**
**Daytime Wind Conditions at Ontario International Airport (Blowing From)**




Source: SCAQMD[18]

***Regional Air Quality Conditions and Attainment Status.*** As described under "Regulated Air Pollutants" and shown in Table 4.3-2, the federal and state governments have established emission standards and limits for air pollutants which may reasonably be anticipated to endanger public health or welfare. These standards typically take one of two forms: standards or requirements that are applicable to specific types of facilities or equipment (e.g., petroleum refining, metal smelting), or concentration-based standards that are applicable to overall ambient air quality. Air quality conditions are best described and understood in the context of these standards; areas that meet, or attain, concentration-based ambient air quality standards

are considered to have levels of pollutants in the ambient air that, based on the latest scientific knowledge, do not endanger public health or welfare.

The U.S. EPA, CARB, and the SCAQMD assess the air quality of an area by measuring and monitoring the concentration of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- Attainment. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- Nonattainment. If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- Unclassified. An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-2 summarizes the Basin's attainment status for criteria pollutants. The Basin is currently in nonattainment for state and federal ozone, state $PM_{10}$, and state and federal $PM_{2.5}$ standards.

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources such as individual residential water heaters and short-term grading activities to extensive operational sources including long-term operation of electrical power plants and other intense industrial use. Pollutants in the Basin are blown inward from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents $O_3$ and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps CO emitted during the morning rush hour.[16]

**Table 4.3-2**
**Summary of Ambient Air Quality Standards and Attainment Status**

| Pollutant | Averaging Time[(B)] | California Standards[(A)] | | National Standards[(A)] | |
|---|---|---|---|---|---|
| | | Standard[(C)] | Attainment Status[(D)] | Standard[(C)] | Attainment Status[(D)] |
| Ozone | 1-Hour (1979) | -- | -- | 240 µg/m$^3$ | Nonattainment |
| | 1-Hour (Current) | 180 µg/m$^3$ | Nonattainment | -- | -- |
| | 8-Hour (1997) | -- | -- | 160 µg/m$^3$ | Nonattainment |
| | 8-Hour (2008) | -- | -- | 147 µg/m$^3$ | Nonattainment |
| | 8-Hour (Current) | 137 µg/m$^3$ | Nonattainment | 137 µg/m$^3$ | Nonattainment |
| $PM_{10}$ | 24-Hour | 50 µg/m$^3$ | Nonattainment | 150 µg/m$^3$ | Attainment |
| | Annual Average | 20 µg/m$^3$ | Nonattainment | -- | -- |

**Table 4.3-2**
**Summary of Ambient Air Quality Standards and Attainment Status**

| Pollutant | Averaging Time[B] | California Standards[A] | | National Standards[A] | |
|---|---|---|---|---|---|
| | | Standard[C] | Attainment Status[D] | Standard[C] | Attainment Status[D] |
| $PM_{2.5}$ | 24-Hour | -- | -- | 35 µg/m$^3$ | Nonattainment |
| | Annual Average (1997) | -- | -- | 15 µg/m$^3$ | Attainment |
| | Annual Average (Current) | 12 µg/m$^3$ | Nonattainment | 9 µg/m$^3$ | —[E] |
| Carbon Monoxide | 1-Hour | 23,000 µg/m$^3$ | Attainment | 40,000 µg/m$^3$ | Attainment |
| | 8-Hour | 10,000 µg/m$^3$ | Attainment | 10,000 µg/m$^3$ | Attainment |
| Nitrogen Dioxide | 1-Hour | 339 µg/m$^3$ | Attainment | 188 µg/m$^3$ | Unclassifiable/ Attainment |
| | Annual Average | 57 µg/m$^3$ | Attainment | 100 µg/m$^3$ | Attainment |
| Sulfur Dioxide | 1-Hour | 655 µg/m$^3$ | Attainment | 196 µg/m$^3$ | Attainment |
| | 24-Hour | 105 µg/m$^3$ | -- | 367 µg/m$^3$ | Unclassifiable/ Attainment |
| | Annual Average | -- | -- | 79 µg/m$^3$ | Unclassifiable/ Attainment |
| Lead | 3-Months Rolling | -- | -- | 0.15 µg/m$^3$ | Nonattainment (Partial) |
| Hydrogen Sulfide | 1-Hour | 42 µg/m$^3$ | Attainment | -- | |
| Sulfates | 24-Hour | 25 µg/m$^3$ | Attainment | -- | |
| Vinyl Chloride | 24-Hour | 26 µg/m$^3$ | Attainment | -- | |

Source: SCAQMD[19] modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m$^3$) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m$^3$). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

(D) A= Attainment, N= Nonattainment, U=Unclassifiable.

(E) The current national $PM_{2.5}$ standard was finalized in April 2024. The U.S. EPA has not yet made a designation for this new standard.

## Local Environmental Setting

The proposed Project is located in San Bernardino County, in the City of Rancho Cucamonga, and is approximately 1.2 miles north of Interstate 10 (I-10) and 1.5 miles west of Interstate 15 (I-15). The Project site is generally surrounded by other light industrial / commercial / warehousing land uses. The existing industrial / commercial uses in proximity of the site, air traffic from Ontario Airport, and vehicles on I-10, I-15, and local roadways all contribute to the local air quality conditions in proximity to the Project site.

***Local Air Quality Conditions.*** Air pollution levels are measured at monitoring stations located throughout the Basin. The Project site is located in SCAQMD Source Receptor Area (SRA) 33 – Southwest San Bernardino Valley. The station closest to the Project site that monitors all criteria

air pollutants is identified as Northwest San Bernardino Valley.[i] The station is approximately 3.3 miles northwest of the Project site. This monitoring station represents the best approximation of the air quality conditions near the Project site.

Table 4.3-3 summarizes the published monitoring data from the Northwest San Bernardino Valley monitoring station from 2021 to 2023, the three most recent years for which verified, published data was available from the SCAQMD at the time this EIR was prepared. Table 4.3-3 shows that air quality standards at this location have been exceeded for $PM_{10}$, $PM_{2.5}$, and $O_3$. This is consistent with the entire Basin's classification as non-attainment for $PM_{10}$, $PM_{2.5}$ and $O_3$. As shown in Table 4.3-3:

- The maximum 1-hour $O_3$ concentration generally increased from 2021 to 2023, with the highest concentration occurring in 2022. The maximum 8-hour concentration stayed relatively consistent from 2021 to 2023, with a slight increase in 2023. The number of days exceeding state and federal 1-hour standards increased over the 2021 to 2023 time period and the state and federal 8-hour standards generally decreased over the 2021 to 2023 time period, with the lowest number of exceedances occurring in 2022.
- The maximum 1-hour and maximum 8-hour CO concentrations decreased from 2021 to 2023. There were no days on which CO standards were exceeded during this time period.
- The maximum 1-hour $NO_2$ concentration generally decreased from 2021 to 2023, with the lowest concentration occurring in2022. The average annual $NO_2$ concentration increased from 2021 to 2023. There were no days in which $NO_2$ standards were exceeded during this time period.
- The maximum 24-hour and average annual $PM_{10}$ concentration generally decreased from 2021 to 2023, with the lowest maximum 24-hour concentration occurring in 2022 and the lowest average annual concentration occurring in 2023. The number of exceedances for the state 24-hour $PM_{10}$ concentration standard also decreased from 2021 to 2023, with zero exceedances in 2023. There were no exceedances of the federal 24-hour $PM_{10}$ concentration during the 2021 to 2023 time period.
- The maximum 24-hour $PM_{2.5}$ concentration increased while the average annual $PM_{2.5}$ concentration decreased during the 2021 to 2023 period. The state $PM_{2.5}$ 24-hour standard decreased during the 2021 to 2023 period, while the federal 24-hour standard did not have any exceedances.

[i] Two other monitoring locations, “CA-60 Near Road” and “I-10 Near Road” are located in SRA 33; however, given their proximity to major roadways, the air quality concentrations are anticipated to be much higher than those at the project site. Therefore, data from Northwest San Bernardino Valley, which is in SRA 32, has been presented, since that site is not located immediately adjacent to a major roadway.

**Table 4.3-3**
**2020-2022 Local Air Quality Data for Northwest San Bernardino Valley**

| Pollutant | Ambient Air Standard | Year | | |
|---|---|---|---|---|
| | | 2021 | 2022 | 2023 |
| *Ozone ($O_3$)*[(A)] | | | | |
| Maximum 1-hour Concentration (ppm) | | 0.124 | 0.155 | 0.131 |
| Maximum 8-hr Concentration (ppm) | | 0.100 | 0.100 | 0.111 |
| Number of Days Exceeding State 1-hr Standard | >180 µg/m3 | 42 | 45 | 56 |
| Number of Days Exceeding State 8-hr Standard | >137 µg/m3 | 81 | 69 | 77 |
| Days Exceeding Federal 1-hr Standard | >0.124 ppm | 0 | 1 | 2 |
| Days Exceeding Federal 8-hr Standard | >0.070 ppm | 78 | 67 | 74 |
| *Carbon Monoxide (CO)* | | | | |
| Maximum 1-hr Concentration (ppm) | | 1.3 | 1.1 | 1.0 |
| Maximum 8-hr Concentration (ppm) | | 1.1 | 0.8 | 0.7 |
| Days Exceeding State 1-hr Standard | >23,000 µg/$m^3$ | 0 | 0 | 0 |
| Days Exceeding Federal/State 8-hr Standard | >10,000 µg/$m^3$ | 0 | 0 | 0 |
| Days Exceeding Federal 1-hr Standard | >40,000 µg/$m^3$ | 0 | 0 | 0 |
| *Nitrogen Dioxide ($NO_2$)*[(B)] | | | | |
| Maximum 1-hr Concentration (ppb) | | 64.6 | 53.3 | 63.2 |
| Annual Arithmetic Mean Concentration (ppb) | | 14.8 | 15.3 | 16.6 |
| Days Exceeding State 1-hr Standard | >180 µg/$m^3$ | 0 | 0 | 0 |
| *Suspended Particulate Matter ($PM_{10}$)*[(C)] | | | | |
| Maximum 24-hr Concentration (µg/$m^3$) | | 123 | 144 | 132 |
| Annual Arithmetic Mean (µg/$m^3$) | | 31.7 | 29.3 | 18.1 |
| Samples Exceeding State 24-hr Standard | >50 µg/$m^3$ | 16 | 8 | 0 |
| Samples Exceeding Federal 24-hr Standard | >150 µg/$m^3$ | 0 | 0 | 0 |
| *Fine Particulate Matter ($PM_{2.5}$)*[(D)] | | | | |
| Maximum 24-hr Concentration (µg/$m^3$) | | 65.4 | 41.8 | 50.9 |
| Annual Arithmetic Mean (µg/$m^3$) | | 14.48 | 12.20 | 12.04 |
| Samples Exceeding Federal 24-hr Standard | >35 µg/$m^3$ | 13 | 1 | 1 |

Source: SCAQMD[20]

(A) *$O_3$* data from 2023 was taken from Central San Bernardino Valley 1, as the data at the Northwest San Bernardino Valley site was based on a substantially smaller sample size (89 days of data) than previous years (359 days for 2021 and 364 days for 2022). Ozone data from 2023 for Central San Bernadino Valley 1 has 352 days of data.

(B) $NO_2$ data and was taken from Central San Bernardino Valley 1, as Northwest San Bernadino Valley did not have pollutant data for these time periods.

(C) $PM_{10}$ data from 2023 was based on a smaller sample size (90 days) than 2021 (358 days) and 2022 (360 days). However, this data is still presented as there are no nearby monitoring stations that have a larger data sample for $PM_{10}$ in 2023.

(D) $PM_{2.5}$ data is from the "CA-60 Near Road" monitoring station in SRA 33.

***Sensitive Air Quality Receptors***. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors.[21, 22] Based on consideration of CARB and SCAQMD requirements, MIG identified the following sensitive air quality receptors closest to the proposed Project:

- Good Steward Daycare located approximately 370 feet east of the Project site, across Utica Avenue, in a commercial strip mall development. This facility includes an outdoor play area that is 415 feet east of the Project site.
- Multi-family residential receptors, located approximately 1,430 feet east of the Project site at the corner of 6th street and Cleveland Avenue.

There is a hotel land use located approximately 190 feet south of the Project site, across 6th street; however, this use is not considered a sensitive air quality receptor because transient occupants are typically not present on site for 24-hours a day and do not remain at the site for prolonged periods of time.

***Existing Health Risks and Disadvantaged Communities.*** The existing sensitive air quality receptors located adjacent to or in proximity of the Project site, are exposed to air pollution associated with light industrial / warehousing activities in proximity of the site, motor vehicles operating on the I-10 and I-15 (as well as the local streets around the Project site), and overhead aircraft from Ontario International Airport. The following subsections identify existing sources of information that attempt to quantify community health risks based on the sources of pollution they are exposed to.

*SCAQMD MATES V Carcinogenic Risk Map*

According to the SCAQMD's MATES V Carcinogenic Risk Map, the existing carcinogenic risk in the vicinity of the Project is approximately 582 incremental cancer cases per million population.[23, 24, ii] This estimate reflects regional modeling efforts that largely do not account for site specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

*CalEnviroScreen and Disadvantaged Communities (Senate Bill 535)*

CalEnviroScreen is a mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. While CalEnviroScreen was originally developed as part of Senate Bill (SB) 535 and used to identify disadvantaged communities for the purposes of allocating funding from the State's Cap-and-Trade regulation, its application and scope have expanded over the years.[iii] The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. The CalEnviroScreen model is made up of four components – two pollution burden components (exposures and environmental effects) and two population characteristics components (sensitive populations and socioeconomic factors). The four components are further divided into 20 indicators. An indicator is a measure of either environmental conditions, in the case of pollution burden indicators, or health and vulnerability factors, in the case of population characteristic indicators.

- Exposure indicators are based on the measurements of different types of pollution that people may come into contact with. Exposure indicators include:

[ii] The potential cancer risk for a given substance is expressed as the incremental number of potential cancer cases that could be developed per million people, assuming that the population is exposed to the substance at a constant annual average concentration over a presumed 70-year lifetime. These risks are usually presented in chances per million. For example, if the cancer risks were estimated to be 100 per million, the probability of an individual developing cancer due to a lifetime of exposure would be one hundred in a million, or one in ten thousand. In other words, this predicts an additional 100 cases of cancer in a population of a million people over a 70-year lifetime. [24]

[iii] Specifically, SB 535 requires that at least one-quarter of the proceeds from the State's Cap-and-Trade Program be directed to projects that provide a benefit to disadvantaged communities (as mapped and identified by CalEnviroScreen), and that at least 10 percent of those funds go toward projects within the disadvantaged communities themselves.

  - Air Quality: Ozone
  - Air Quality: $PM_{2.5}$
  - Children's Lead Risk from Housing
  - Diesel Particulate Matter
  - Drinking Water Contaminants
  - Pesticide Use
  - Toxic Releases from Facilities
  - Traffic Density
- Environmental effects indicators are based on the locations of toxic chemicals in or near communities. Environmental effects indicators include:
  - Cleanup Sites
  - Groundwater Threats
  - Hazardous Waste Generators and Facilities
  - Impaired Water Bodies
  - Solid Waste Sites and Facilities
- Sensitive population indicators measure the number of people in a community who may be more severely affected by pollution because of their age or health. Sensitive population indicators include:
  - Asthma
  - Cardiovascular Disease
  - Low Birth Weight Infants
- Socioeconomic factor indicators are conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects.[25] Socioeconomic factors include:
  - Educational Attainment
  - Housing Burden
  - Linguistic Isolation
  - Poverty
  - Unemployment

Each census tract receives scores for as many of the 20 indicators as possible, and the scores are then mapped so that different communities can be compared. Percentiles are assigned to each census tract based on the census tract's score in relation to the rest of the state. An area with a high percentile is one that experiences a much higher pollution burden than areas with low scores. For example, if a census tract has an indicator in the 40$^{th}$ percentile, it means that indicator's percentile is higher than 40 percent of the census tracts in the state.

CalEnviroScreen also provides a total (or cumulative) score, which is the product of multiplying the 10 pollution burden components by the 10 population characteristics. This total / cumulative score helps contextualize how multiple contaminants from multiple sources affect people, while taking into account their living conditions (e.g., nonchemical factors such as socioeconomic and health status). Communities that are within the top 25th percentile for total CalEnviroScreen scores are considered disadvantaged communities pursuant to SB 535.[25, 26] as described above. Table 4.3-4 summarizes the CalEnviroScreen indicators for census tract 6071002110.

**Table 4.3-4**
**CalEnviroScreen Health Risk Information**

| Indicator | Census Tract Indicator Values |
|---|---|
| | **Tract 6071002110** |
| *Exposure Indicators* | |
| Air Quality: Ozone | 95 |
| Air Quality: $PM_{2.5}$ | 96 |
| Lead from Housing | 69 |
| Diesel Particulate Matter | 94 |
| Drinking Water Contamination | 71 |
| Pesticide Use | 0 |
| Toxic Releases from Facilities | 75 |
| Traffic Density | 16 |
| *Environmental Effect Indicators* | |
| Cleanup Sites | 86 |
| Groundwater Threats | 0 |
| Hazardous Waste Generators and Facilities | 98 |
| Impaired Water Bodies | 44 |
| Solid Waste Sites and Facilities | 0 |
| *Sensitive Population Indicators* | |
| Asthma | 34 |
| Cardiovascular Disease | 67 |
| Low Birth Weight Infants | 69 |
| *Socioeconomic Factor Indicators* | |
| Educational Attainment | 26 |
| Housing Burden | 44 |
| Linguistic Isolation | 45 |
| Poverty | 91 |
| Unemployment | 49 |
| *Cumulative Percentiles* | |
| Pollution Burden Percentile | 88 |
| Population Characteristics Percentile | 56 |
| **CalEnviroScreen Percentile (Total)** | **74** |
| **SB 535 Disadvantaged Community?** | **No** |
| *Source: OEHHA[27, 26]* | |

As shown in Table 4.3-4, census tract 6071002110 is within the top 30% of total CalEnviroScreen percentiles throughout the State. It is substantially burdened by exposure to

pollution and is subject to relatively high levels of underlying conditions. According to the Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Map, the proposed Project is Census Tract 6071002110. This area shows an average pollution indicator percentile of 88% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects, population characteristics, socioeconomic factors) and has a population of approximately 7,096 people.[2727] This census tract ranks one of the highest for ozone and $PM_{2.5}$ indicators, with percentiles of 95 and 96, respectively. The census tract's total CalEnviroScreen percentile is 74. Since this census tract is not within the top 25% in scoring, according to the CalEnviroScreen methodology, it is not considered a disadvantaged community pursuant to SB 535.

*Existing Light Industrial / Manufacturing / Warehousing Facilities*

The Project site is located within a quarter mile of approximately 21 existing light industrial / manufacturing / warehousing facilities that contribute to existing air pollution in the region. Warehouse facilities currently operating within a quarter mile of the Project site are shown in Table 4.3-5.

**Table 4.3-5**
**Existing Light Industrial / Manufacturing / Warehouse Facilities**

| Facility Location | Distance and Direction from Project site |
|---|---|
| 10404 6th Street | 555 feet west |
| 10401 7th Street | 555 feet west |
| 10320 6th Street | 920 feet west |
| 9177 Center Avenue | 1,000 feet west |
| 9123 Center Avenue | 880 feet west |
| 9063 Center Avenue | 1,020 feet northwest |
| 9060 Haven Avenue | 490 feet northwest |
| 10415 8th Street | 1,030 feet northwest |
| 9050 Utica Avenue | 80 feet north |
| 10611 Acacia Street | 360 feet north |
| 10660 Acacia Street | 770 feet north |
| 10680 Acacia Street | 710 feet north |
| 8950 Toronto Avenue | 1,010 feet northeast |
| 10700 7th Street | 170 feet northeast |
| 10750 7th Street | 430 feet northeast |
| 9121 Utica Avenue | 75 feet east |
| 10727 7th Street | 340 feet east |
| 10825 7th Street | 760 feet east |
| 9189 Utica Avenue | 160 feet east |
| 10808 6th Street | 845 feet east |
| 10621 6th Street | 160 feet south |

***Existing Site Air Quality Emissions Estimates.*** The proposed Project site includes existing operations and facilities that emit air pollutants from the following sources:

- Area Sources. The existing beverage distribution center (DC), office, and warehouse uses emit air pollutants from the combustion of gasoline in landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use. The model was updated to reflect compliance with SCAQMD Rule 1113 that established building envelope coating restrictions of 50 g/L.
- On-Site Energy Sources. The existing beverage DC, office, and warehouse uses emit air pollutants from the combustion of natural gas in building water and space heating equipment, appliances, etc.
- Mobile Sources. The existing beverage DC, office, and warehouse uses emit air pollutants from the evaporation (gasoline) and combustion (gasoline and diesel) of fuel in passenger cars and trucks travelling to and from the Project site, the wear and deterioration of tires and brakes, and the entrainment of dust from road surfaces.
- Stationary Sources. The existing beverage DC facility emits air pollutants during maintenance and testing of its diesel-fueled emergency generator.

The air quality emissions generated by the existing operations and facilities at the site were estimated using the California Emissions Estimator Model, or CalEEMod, Version 2022.1.1.29, using default data assumptions within CalEEMod, modified to reflect the following Project-specific information:

- Land Use Inputs: The proposed Project site's total developed gross acreage (including parking areas) and building square footages (in thousand square feet, or KSF) were updated to reflect existing conditions.
- Area Sources: The default VOC content in architectural coatings was updated to reflect SCAQMD Rule 1113 restrictions (no more than 50 grams of VOCs per liter of coating, see Section 4.3.2).
- Mobile Sources:
    - Trip Generation Rates: Trip Generation Rates: The default weekday and weekend trip generation rates for the existing land use types (e.g., office, warehouse) were replaced with the actual trip generation rates derived from site-specific traffic counts conducted for the Project.[28] As shown Table 4.3-6, the existing site generates approximately 816 total daily passenger vehicle trips and approximately 297 total daily truck trips, for a total existing site trip generation of approximately 1,115 daily trips. For modeling purposes, all trip generation from passenger vehicles were assigned to the existing office land uses while all truck trips were assigned to the distribution center land use.
    - Passenger Vehicle Fleet Mix: The default passenger vehicle fleet mix was modified to consist of only light duty auto (LDA), light duty truck (LDT), medium duty vehicle (MDV), and motorcycle (MCY) trips.[iv] The specific percentage for each vehicle type was determined using CalEEMod defaults, adjusted based on

[iv] Based on the characteristics of the proposed project, vehicle types like motor homes (MH), urban buses (UBUS), school buses (SBUS), and other buses (OBUS) were excluded from the model.

the number of passenger vehicle trips generated by the proposed Project (73.2% of existing trips). Since all passenger vehicle trips from the existing site (i.e., passenger vehicle trips from the office, DC, and 7th Street Warehouse land uses) were assigned to the General Office Building land use, the office land use is modeled with only the passenger vehicle fleet mix so that LDA, LDT, MDV, and MCY percentages total 100% in this land use category.

- Truck Trip Fleet Mix: The default truck fleet mix was modified to reflect actual truck fleet percentages derived from site-specific traffic counts conducted for the Project. As shown in Table 4.3-6, existing truck trips at the site consist of 2-axle light-heavy duty trucks (LHDT, 7.1% of all existing truck trips), 3-axled medium-heavy duty trucks (MHDT, 3.7% of all existing truck trips), and 4-axle (or more) heavy-heavy duty trucks (HHDT, 89.2% of all existing truck trips).
- Truck Trip Type and Distance: All truck trips were assumed to be primary trips with a 37.4-mile one-way trip distance. The 37.4-mile one-way truck trip distance is a weighted average derived using the specific type and amount of truck trips generated by the existing site uses (see **Error! Reference source not found.**) and an assumed one-way trip length of 15.3, 14.2, and 39.9 miles per trip for 2-, 3-, and 4-axle truck trips, respectively.[29]

- Stationary Sources: The existing site includes one (1), gasoline-powered 6,500-Watt generator.[30] This generator was assumed to have a maximum runtime of 2 hours per day when used but only a total of 50 hours per year for testing and maintenance purposes.[31]

**Table 4.3-6**
**Existing Site Trip Generation**

| Land Use and Vehicle Type | Peak Hour Trips | | Average Daily Trips | |
|---|---|---|---|---|
| | AM | PM | Number | Percent[(A)] |
| Office Uses (33 KSF) | | | | |
| Passenger Vehicles | 29 | 29 | 352 | 31.6% |
| Trucks | 0 | 0 | 4 | 0.4% |
| *2-axle Trucks* | *0* | *0* | *4* | -- |
| *3-axle Trucks* | *0* | *0* | *0* | -- |
| *4-axle Trucks* | *0* | *0* | *4* | 0% |
| Subtotal[(B)] | 29 | 29 | 356 | 31.9% |
| Distribution Center (129 KSF) | | | | |
| Passenger Vehicles | 34 | 17 | 429 | 38.5% |
| Trucks | 16 | 10 | 291 | 26.1% |
| *2-axle Trucks* | *1* | *0* | *15* | -- |
| *3-axle Trucks* | *0* | *0* | *11* | -- |
| *4-axle Trucks* | *15* | *10* | *265* | -- |
| Subtotal[(B)] | 50 | 27 | 720 | 64.6% |
| 7th Street Warehouse (62 KSF) | | | | |
| Passenger Vehicles | 7 | 3 | 35 | 3.1% |
| Trucks | 1 | 0 | 2 | 0.2% |
| *2-axle Trucks* | *1* | *0* | *2* | -- |
| *3-axle Trucks* | *0* | *0* | *0* | -- |
| *4-axle Trucks* | *0* | *0* | *0* | -- |
| Subtotal[(B)] | 8 | 3 | 37 | 3.3% |

**Table 4.3-6**
**Existing Site Trip Generation**

| Land Use and Vehicle Type | Peak Hour Trips | | Average Daily Trips | |
|---|---|---|---|---|
| | AM | PM | Number | Percent[(A)] |
| **Total Existing Passenger Vehicle Trips[(B)]** | **70** | **49** | **816** | **73.2%** |
| **Total Existing Truck Trips[(B)]** | **17** | **10** | **297** | **26.6%** |
| **Total All Trips[(B)]** | **86** | **59** | **1,115** | **100%** |

Source: Fehr and Peers[28] and Fehr and Peers[32]
(A) Value reflects the percentage out of the total existing trips generated by the site (1,115).
(B) Totals may not equal due to rounding.

The Project site's existing maximum daily emissions, as estimated using CalEEMod V.2022.1, are shown in Table 4.3-7.

**Table 4.3-7**
**Existing Site Emissions Estimates (Year 2024)**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile | 4.1 | 46.6 | 66.4 | 0.4 | 19.2 | 5.5 |
| Area | 8.2 | 0.0 | 11.8 | <0.1 | <0.1 | <0.1 |
| Energy | 0.1 | 1.6 | 1.3 | <0.1 | 0.1 | 0.1 |
| Stationary | <0.1 | 0.1 | 0.2 | <0.1 | <0.1 | <0.1 |
| Total Existing Site Emissions[(B)] | 12.4 | 48.3 | 79.7 | 0.4 | 19.3 | 5.6 |

Source: See Appendix C
(A) Maximum daily VOC and CO occur during the summer. Maximum daily $NO_X$, emissions occur during the winter. Maximum daily $SO_X$, $PM_{10}$ and $PM_{2.5}$ emissions are the same for the summer in winter. See Appendix C.
(B) Totals may not equal due to rounding.

## 4.3.2 – REGULATORY FRAMEWORK

### Federal Air Quality Regulations

***Federal Clean Air Act***. The Federal Clean Air Act (CAA) defines the U.S. EPA's responsibilities for protecting and improving the United States air quality and ozone layer. Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of $O_3$, PM, CO, $NO_2$, and $SO_2$ to develop State Implementation Plans (SIPs), comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and Federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its Air Quality Management Plan (AQMP). Currently, SCAQMD implements the 2012 Lead SIP for the Los Angeles County portion of Basin through the 2012 AQMP, and the 8-hr Ozone, 1-hr Ozone, 24-hr $PM_{2.5}$, and annual $PM_{2.5}$ SIPs through the 2016 AQMP. The 2022 AQMP addresses the 2015 8-hour Ozone NAAQS and will be submitted to the EPA as part of California's SIP.

***Safe Affordable Fuel-Efficient Rule.*** On September 27, 2019, the U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) published the SAFE Vehicles Rule Part One: One National Program (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California. As a result of the loss of the zero emission vehicles (ZEV) sales requirements in California, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years.[33]

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) $CO_2$ emissions and has been challenged by 23 states.[34] NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates.[35, 36]

**State Air Quality Regulations**

***California Clean Air Act.*** The California CAA of 1988 was enacted to develop plans and strategies for attaining the CAAQS. CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The California CAA is more stringent than Federal law in a number of ways including revised standards for $PM_{10}$ and $O_3$ and state-specific standards for visibility reducing particles, SOx, $H_2S$, and vinyl chloride.

***In-Use Off-Road Diesel Equipment Program.*** CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of $NO_x$ and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment or zero-emission equipment are exempt from this requirement.

***On-Road Heavy-Duty Vehicle (In-Use) Regulation.*** CARB's In-Use Heavy-Duty Diesel-Fueled regulation (also known as the Truck and Bus Regulation) is intended to reduce emissions of $NO_x$, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer

engines and replace the vehicle 8 years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines, with few exceptions. In 2022, CARB approved amendments requiring the use of renewable diesel fuel starting January 1, 2024. Fleets comprised of Tier 4 Final equipment or zero emission equipment are exempt from this requirement. CARB indicates implementing the use of renewable diesel in Tier 4 Interim and older engines would result in a 10 percent reduction of $NO_X$ emissions and a 30 percent reduction of PM emissions.[37]

***CARB Stationary Diesel Engines – Emissions Reductions.*** In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments to Airborne Toxic Control Measure for Stationary Compression Ignition Engines and be permitted by the SCAQMD.

***Air Toxics "Hot Spots" Program.*** State requirements specifically address emissions of air toxics through Assembly Bill (AB) 1807 (known as the Tanner Bill) that established the State Air Toxics "Hot Spots" Program and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) (California Health and Safety Code Section 44300 et seq.). Under the Air Toxics Hot Spots Information and Assessment Act of 1987 (or Air Toxics "Hot Spots" Act) and Air Toxics Hot Spots Program, the State (CARB) must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California's Children's Environmental Health Protection Act of 1999 (California Health and Safety Code Section 39606) also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California's Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. EPA;
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.

**Regional Air Quality Regulations**

***Southern California Association of Governments.*** The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California State Law, established as an association of local governments and agencies that voluntarily convene as a forum to address

regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. Under SB 375, SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). On September 3, 2020, SCAG's Regional Council adopted the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS). The 2020 RTP/SCS is a long-range visioning plan that focuses on land use and transportation strategies. Demographic and economic growth projections, travel activity data, strategies, and control measures contained in the 2020 RTP/SCS Information forms the basis for the transportation control strategy portion of the AQMP and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.[38]

***SCAQMD Air Quality Management Plans.*** The purpose of an AQMP is to bring an air basin into compliance with federal and state air quality standards and is a multi-tiered document that builds on previously adopted AQMPs. The 2016 AQMP for the Basin, which updated the 2012 AQMP, was approved by the SCAQMD Board of Directors on March 3, 2017. The 2016 AQMP provided new and revised demonstrations for how the SCAQMD, in coordination with Federal, State, Regional and Local Governments will bring the Basin back into attainment for the following NAAQS: 1997 8-hour Ozone; 1997 1-hour Ozone; 2008 8-hour Ozone; 2006 24-hour $PM_{2.5}$; and 2012 Annual $PM_{2.5}$.[v]

On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP, which focuses on bringing the South Coast Air Basin and the Salton Sea Air Basin into compliance with the 2015 8-hour ozone standard.[19] The South Coast Air Basin, which is in extreme nonattainment, has an attainment year of 2037 for the 2015 8-hour ozone NAAQS. The 2022 AQMP includes growth projections developed by SCAG for the 2020 RTP/SCS that help inform emissions inventories. The 2022 AQMP plans to reduce NOx emissions to 60 tons per day, which is 67% below the current 2037 baseline, in order to meet this standard. The 2022 AQMP notes that widespread adoption of zero emission technologies across all sectors and a combination of local, state, and federal action will be required to achieve the projected NOx reductions.

The SCAQMD proposes incentive programs and 49 control measures that, with state and federal control measures, can achieve the required NOx reductions. SCAQMD's incentive programs would focus on promoting deployment of existing zero emission and low NOx technology and on developing new zero emission and ultra-low NOx technologies. SCAQMD's control measures consist of 30 measures that target stationary sources and 18 that target mobile sources. The 2022 AQMP includes stationary source measures that seek to reduce NOx from residential combustion sources, commercial combustion sources, and large combustion sources, as further described below.

- Residential control measures focus on reducing NOx by replacing appliances and devices (e.g., for heating and cooking) with zero emission and low-NOx appliances.
- Commercial control measures are identified reduce NOx from commercial appliances, cooking devices, and small internal combustion engines and commercial combustion equipment.

[v] Although the 2006 24-hour $PM_{2.5}$ standard was focused on in the 2012 AQMP, it has since been determined, primarily due to unexpected drought conditions, that it is impractical to meet the standard by the original attainment year. Since adoption of the 2012 AQMP, the U.S. EPA approved a re-classification to "serious" non-attainment for the standard, which requires a new attainment demonstration and deadline.

- Large combustion control measures have been included reduce NOx from sources including boilers, engines, and facilities.

In addition, the 2022 AQMP includes stationary source measures to reduce VOC, including reducing leaks and providing incentive funding for the adoption of low-VOC technology. The 2022 AQMP also includes co-benefit measures that quantify the reduction in criteria air pollutants from energy and climate change measures. Other stationary source measures (e.g., education and outreach) seek to reduce all criteria pollutants.

Finally, the 2022 AQMP includes mobile source control measures grouped into the following categories:

- Emission growth management, which mitigates emissions from new or redevelopment projects.
- Facility based, which focus on mobile sources at port, railyards, and intermodal facilities.
- On-road and off-road mobile sources, which focus on vehicles and equipment used during construction and operation at industrial sites.
- Incentives for early deployment of cleaner technology.
- Other measures (e.g., infrastructure planning).

***SCAQMD Rule Book.*** In order to control air pollution in the Basin, the SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by CARB or the U.S. EPA. In general, the SCAQMD rules that are anticipated to be applicable to the development of the proposed Project include:[39]

- Rule 203 (Permit to Operate) sets forth the requirement that the use or operation any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, must receive a written permit to operate from the Executive Officer.
- Rule 401 (Visible Emissions) prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- Rule 402 (Nuisance) prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 403 (Fugitive Dust) prohibits emissions of fugitive dust from any active operation (e.g. demolition or grading), storage pile, or other disturbed surface area if it crosses the Project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.

- Rule 481 (Spray Coating Operations) imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- Rule 1108 (Cutback Asphalt) prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds that evaporate at 260°C (500°F) or lower.
- Rule 1110.2 (Emissions from Gaseous- and Liquid Fueled Engines) establishes NOx, VOC, and CO emission standards (non-emergency) stationary engines that have more than 50 horsepower and are fired on gaseous or liquid fuels. For most engines covered by Rule 1110.2, the equipment must meet the following pollutant concentration limits: 11 ppm for NOx, 30 ppm by VOC, and 250 ppm for CO.
- Rule 1113 (Architectural Coatings) establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents) prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the SCAQMD unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- Rule 1146 (Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters) establishes NOx emission standards for boilers, steam generators, and process heaters equal to or greater than 5 million British Thermal Units (MMBTUs) per hour rated heat input capacity used in all industrial, institutional, and commercial operations. Boilers steam generators, and process heaters with a rated heat input capacity less than 75 million Btu per hour down to and including 20 million Btu per hour has a NOx limit of 5 ppm or 0.0062 lbs/MMBTU.
- Rule 1301 (New Source Review) sets forth pre-construction review requirements for new, modified, or relocated facilities, to ensure that the operation of such facilities does not interfere with progress in attainment of the national ambient air quality standards, and that future economic growth within the SCAQMD is not unnecessarily restricted.
- Rule 1303 (New Source Review Requirements) establishes that any new or modified source that results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia, must use Best Available Control Technology (BACT). Rule 1303 further specifies that the Air District will deny the Permit to Construct for any new or modified source that results in a net emission increase of any nonattainment air contaminant at a facility unless each of the following requirements is met:
    - Modeling: The Applicant substantiates with modeling that the new facility or modification will not cause a violation or make an existing violation significantly worse.
    - Emission Offsets:
        - Emission Reduction Credits (ERC): Emission increases shall be offset by either Emission Reduction Credits or by allocations from the Priority

Reserve[vi] in accordance with the provisions of Rule 1309.1, or allocations from the Offset Budget in accordance with the provisions of Rule 1309.2. Offset ratios in the Basin are 1.2-to-1.0 for ERCs and 1.0-to-1.0 for allocations from the Priority Reserve.

- Short-Term Credits (STC): Emission increases may be offset, in whole or part, by the use of SIP-approved STCs based on provisions established in Rule 1303(b)(2)(B).
- Sensitive Zone Requirements: Unless credits are obtained from the Priority Reserve, and facility in zone 1 may obtain Emission Reduction Credits originated in zone 1 only, and a facility in zone 2A may obtain Emission Reduction Credits from either zone 1 or zone 2A, or both, or demonstrate to the Executive Officer or designee a net air quality benefit in the area impacted by the emissions from the subject facility.[vii]

- Rule 1304 (New Source Review Exemptions) establishes provisions that exempt a facility's emissions from Rule 1303(b)(2). Specifically, Rule 1304(d) provides that any new facility that has a potential to emit less than the amounts in Table 4.3-8 below (Table A in Rule 1304) is exempt from Rule 1303(b)(2). Any emission increases that are in excess of the amounts in Table 4.3-8 (Table A in Rule 1304) is required to offset the total amount of emissions increase pursuant to Rule 1303(b)(2) (i.e., with either ERCs or STCs).

**Table 4.3-8**
**SCAQMD Rule 1304 Emission Limits for New Source Review Exemption**

| Pollutant | Maximum Emissions for Exemption (Tons/Year) |
|---|---|
| VOC | 4 |
| $NO_X$ | 4 |
| $SO_X$ | 4 |
| $PM_{10}$ | 4 |
| CO | 29 |
| Source: SCAQMD**Error! Bookmark not defined.** | |

- Rule 1401 (New Source Review of Toxic Air Contaminants) establishes limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. This rule establishes allowable risks for sources requiring new permits pursuant to Rules 201 or 203.

- Rule 2001 (Regional Clean Air Incentives Market; RECLAIM) establishes a cap-and-trade program for NOx and SOx. The RECLAM program creates an imaginary "bubble" for the facility, so the SCAQMD can regulate the total pollution within the bubble as opposed to regulating each individual source within an area. Similar to Rule 1303, facilities emitting four or more tons of NOx or SOx are subject to Rule 2001. Facilities

[vi] SCAQMD Rule 1309.1 establishes a Priority Reserve for specific priority sources, including innovative technologies, research operations, essential public services, and electrical generating facilities.
[vii] Zone 1 generally includes the coastal region of the Bain; Zone 2A includes the interior portion of the Basin, including the area in which the project site is located.

subject to the RECLAIM Program have annual emissions target; facilities that reduce emissions beyond annual targets have the ability to sell their surplus credits to other facilities that are emitting more than their annual targets. The SCAQMD has set a goal of ending the NOx portion of RECLAIM by January 1, 2026.

- Rule 2202 (On-Road Motor Vehicle Mitigation Options) provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full or part time basis at a worksite for a consecutive six-month period.

- Rule 2305 (Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program) was adopted by the SCAQMD Governing Board on May 7, 2021, and sets forth requirements that regulated warehouse owners and operators must follow. Rule 2305 specifies that warehouse operators (for warehouses with an indoor floor space of 100,000 square feet or more and operate at least 50,000 square feet of that space for warehousing activities) must achieve a specified number of WAIRE Points (also referred to as the WAIRE Point Compliance Obligation, or WPCO) every year using either a menu of options, developing and implementing a custom plan, or paying a mitigation fee. Regardless of size, warehouse operators are required to submit a Warehouse Operations Notification (WON): 1) within 14 days of a new warehouse operator having access to at least 50,000 square feet of space for warehousing purposes, 2) within 30 days after a renovation that alters the size of the warehouse, or 3) within three days of a request from the SCAQMD. An Initial Site Information Report (ISIR) must also be submitted by an authorized official of the warehouse operator through the WAIRE Program Online Portal. No additional reporting is required in the ISIR if 1) the total square footage that may be used for warehousing activities in that facility is less than 100,000 square feet, or 2) the warehouse operator's lease does not allow them to use more than 50,000 square feet for warehousing activities.

**Local Air Quality Regulations**

***City of Rancho Cucamonga General Plan (PlanRC 2040).*** Volume 3 of the PlanRC 2040, Environmental Performance, contains Goal RC-5, which pertains to local air quality in the City and promotes healthy air quality for all the City's residents.[40] The following policies are applicable to the proposed Project.

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

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

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

- RC-5.8: Localized Air Pollution Sources Near Existing Sensitive Receptors. Avoid placing land uses that accommodate more than 100 trucks per day, more than 40 operating with transportation refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week within 1,000 feet of homes, schools, hospitals, and childcare facilities.
- RC-5.9: Truck Hook-Ups at New Industrial or Commercial Developments. Require new industrial or commercial developments at which heavy-duty diesel trucks idle on-site to install electric truck hook-ups in docks, bays, and parking areas.
- RC-5.10: Clean and Green Industry. Prioritize non-polluting industries and companies using zero or low air pollution technologies.
- RC-5.11: Dust and Odor. Require new construction to include measures to minimize dust and odor during construction and operation.

***City of Rancho Cucamonga General Plan (PlanRC 2040) EIR.*** The City of Rancho Cucamonga General Plan EIR identified the following Standard Conditions of Approval (COAs) related to Air Quality – these apply to the proposed Project:

- 5.3-1: The City shall ensure that discretionary development will incorporate best management practices (BMPs) to reduce emissions to be less than applicable thresholds. These BMPs include but are not limited to the most recent South Coast AQMD recommendations for construction BMPs (per South Coast AQMD's CEQA Air Quality Handbook, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 AQMP, and SCAG's Mitigation Monitoring and Reporting Plan for the 2020-2045 RTP/SCS, or as otherwise identified by South Coast AQMD).
- 5.3-2: Applicants for future discretionary development projects that would generate construction-related emissions that exceed applicable thresholds, will include, but are not limited to, the mitigation measures recommended by South Coast AQMD (in its CEQA Air Quality Handbook or otherwise), to the extent feasible and applicable to the project. The types of measures shall include but are not limited to: maintaining equipment per manufacturer specifications; lengthening construction duration to minimize number of vehicle and equipment operating at the same time; requiring use of construction equipment rated by the EPA as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emissions limits, applicable for engines between 50 and 750 horsepower; and using electric-powered or other alternative-fueled equipment in place of diesel-powered equipment (whenever feasible). Tier 3 equipment can achieve average emissions reductions of 57 percent for NOx, 84 percent for VOC, and 50 percent for particulate matter compared to Tier 1 equipment. Tier 4 equipment can achieve average emissions reductions of 71 percent for NOx, 86 percent for VOC, and 96 percent for particulate matter compared to Tier 1 equipment.
- 5.3-3: The City shall ensure that discretionary development that will generate fugitive dust emissions during construction activities will, to the extent feasible, incorporate BMPs that exceed South Coast AQMD's Rule 403 requirements to reduce emissions to be less than applicable thresholds.
- 5.3-4: Applicants for future discretionary development projects which will generate construction-related fugitive dust emissions that exceed applicable thresholds will include, but are not limited to, the mitigation measures recommended by South Coast AQMD's CEQA Air Quality Handbook, to the extent feasible and applicable:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excess amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of watering (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. This measure can achieve $PM_{10}$ reductions of 61 percent through application of water every three hours to disturbed areas.
- Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
    - All trucks shall be required to cover their loads as required by California Vehicle Section 23114. Covering loads and maintaining a freeboard height of 12 inches can reduce $PM_{10}$ emissions by 91 percent.
    - All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. Application of water every three hours to disturbed areas can reduce $PM_{10}$ emissions by 61 percent.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust. Replacement of ground cover in disturbed areas can reduce $PM_{10}$ emissions by 5 percent.
- Signs shall be posted on-site limiting traffic to 15 miles per hour or less. This measure can reduce associated $PM_{10}$ emissions by 57 percent.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth-moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard offsite or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with South Coast AQMD when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

## 4.3.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to air quality if it would:

a) Conflict with or obstruct implementation of the applicable air quality plans(s);

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations;

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people; or

e) Cause substantial adverse cumulative impacts with respect to air quality.

Consistent with the guidance contained in Appendix G of the State CEQA Guidelines, this EIR relies upon SCAQMD-recommended methods and pollutant thresholds to evaluate whether the proposed Project would conflict with or obstruct implementation of an applicable air quality plan, result in a cumulatively considerable net increase of any criteria air pollutant for which the Basin is designated nonattainment, expose sensitive receptors to substantial pollutant concentrations, or result in cumulative or other emissions adversely affecting a substantial number of people.

### Mass Daily Thresholds for Criteria Air Pollutants

The SCAQMD's recommended regional mass daily thresholds of significance for criteria air pollutants are shown in Table 4.3-9.

**Table 4.3-9**
**SCAQMD-Recommended Regional Air Quality CEQA Thresholds**

| Pollutant | Maximum Daily Emissions (Pounds Per Day) | |
|---|---|---|
| | Construction | Operation |
| $NO_X$ | 100 | 55 |
| VOC/ROG | 75 | 55 |
| $PM_{10}$ | 150 | 150 |
| $PM_{2.5}$ | 55 | 55 |
| $SO_X$ | 150 | 150 |
| CO | 550 | 550 |
| Lead | 3 | 3 |
| Source: SCAQMD[41] | | |

### Localized Emissions Thresholds

The SCAQMD's localized air quality impact guidance and corresponding localized significance thresholds (LSTs) were developed to assist CEQA lead agencies with the analysis of a project's potential local air quality impacts. [42] The guidance and thresholds are based on SCAQMD air quality dispersion modeling that considers local meteorological and air quality data in specific areas, called Source Receptor Areas, or SRAs, and estimates the amount of air pollution that may result in a local air quality impact. The SCAQMD LTSs "represent "the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard."[42] Unlike the regional emission significance

thresholds, LSTs have only been developed for $NO_X$, CO, $PM_{10}$ and $PM_{2.5}$. The SCAQMD's modeling of potential local air pollution impacts is based on specific project sizes (e.g., 1-acre, 2-acres, 5-acres) at specific distances from a project area (25 meters, 50 meters, 100 meters, 200 meters, and 500 meters). This approach allows for pollutants to disperse from their source according to SRA-specific conditions and distances to actual sensitive receptors locations. When an affected receptor is located at a different or unique distance than that modeled by the SCAQMD, the LST methodology permits a project-specific LST to be developed using linear interpolation.

This EIR compares the Project's construction and operational emissions against the SCAQMD's LST mass rate screening values for a five-acre project located in SRA 33, Southwest San Bernardino Valley, the SRA in which the Project is located. The SCAQMD's LSTs for this SRA and Project size are shown in **Error! Reference source not found.**. It is noted Table 4-10 includes LSTs based on the SCAQMD screening table, as well as one LST developed for the project using linear interpolation.

**Table 4.3-10**
**SCAQMD Localized Significance Thresholds for Source Receptor Area 33**

| Distance from Site Boundary to Receptor | Construction LST Thresholds (Maximum Pounds Per Day) | | | | Operational LST Thresholds (Maximum Pounds Per Day) | | | |
|---|---|---|---|---|---|---|---|---|
| | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ | $NO_X$ | CO | $PM_{10}$ | $PM_{2.5}$ |
| **5-ACRE SITE** | | | | | | | | |
| 82 Feet (25 Meters) | 270 | 2,193 | 16 | 9 | 270 | 2,193 | 4 | 2 |
| 164 Feet (50 Meters) | 303 | 2,972 | 50 | 12 | 303 | 2,978 | 12 | 3 |
| 328 Feet (100 Meters) | 378 | 5,118 | 80 | 21 | 378 | 5,118 | 20 | 5 |
| 656 Feet (200 Meters) | 486 | 9,611 | 140 | 45 | 486 | 9,611 | 34 | 11 |
| 1,430 Feet (435 Meters)(A) | 717 | 24,970 | 283 | 141 | 717 | 24,970 | 68 | 38 |
| 1,640 Feet (500 Meters) | 778 | 29,410 | 322 | 170 | 778 | 29,410 | 78 | 41 |

Source: SCAQMD[42] and MIG (see Appendix C1.2 and C1.3)
(A) LST developed using linear interpolation.

### CO Hot Spots

The SCAQMD does not have a current methodology for screening CO hotspots; however, the SCAQMD performed CO modeling as part of its 2003 AQMP at four busy intersections during morning and evening peak hour periods. The busiest intersection studied in the analysis, Wilshire Boulevard and Veteran Avenue, had 8,062 vehicles per hour during morning peak hours, 7,719 vehicles per hour during evening peak hours, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm, which is less than a fourth of the 1-hour CAAQS CO standard (20 ppm).[43] For purposes of this EIR, the proposed Project would have the potential for a CO hotspot if it would exceed the peak hour traffic volumes modeled by the SCAQMD in its 2003 AQMP (8,000 vehicles per hour), thereby having the potential to result in CO concentrations that exceed 1-hour State [20 ppm], 1-hour Federal [35 ppm], and/or State and Federal 8-hour [9 ppm] ambient air quality standards for CO.

### Toxic Air Contaminants and Risk Thresholds

The SCAQMD's recommended TAC thresholds are shown in Table 4.3-11.

**Table 4.3-11: SCAQMD Toxic Air Contaminant Thresholds**

| SCAQMD Threshold | Maximum Incremental Cancer Risk | Cancer Burder | Chronic and Acute Hazard Index |
|---|---|---|---|
| Carcinogenic and Non-carcinogenic TACs | ≥ 10 in 1 million | > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) | ≥ 1.0 (project increment) |
| Source: SCAQMD[41] | | | |

### Odor Thresholds

The SCAQMD recommends that a lead agency evaluate potential odor impacts based on whether a project would have the potential to create an odor nuisance pursuant to SCAQMD Rule 402, which defines a nuisance as "quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."[44] SCAQMD Rule 402 excludes odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals from Rule 402 nuisance provisions.

## 4.3.4 AIR QUALITY EMISSIONS MODELING METHODOLOGY

The proposed Project would result in air pollutant emissions during construction and operation of the Production Center (PC), Distribution Center (DC), and Automatic Storage and Retrieval System (AS/RS) facilities, office and parking uses, and 7th Street Warehouse. This section describes the proposed Project's activities and operations that would emit air pollutants, and the methods used to quantify the Project's air quality emissions. See Table 4.3-12 for a summary of the methods used to quantify the Project's air quality emissions estimates.

**Table 4.3-12**
**Summary of Air Quality Emissions Modeling Methodologies / Data Sources**

| Source | Methodology | Key Data Inputs |
|---|---|---|
| Construction Heavy Duty Off-Road Equipment | CalEEMod | Equipment Type, Quantity, and Runtime |
| Construction Vehicle Trips | CalEEMod | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |
| Operational Area Sources | CalEEMod | Historical Electricity Consumption, Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency |
| Operational Energy Sources | CalEEMod | Size and Type of Proposed Structure, Climate Zone, and |

| Table 4.3-12<br>Summary of Air Quality Emissions Modeling Methodologies / Data Sources | | |
|---|---|---|
| **Source** | **Methodology** | **Key Data Inputs** |
| | | Energy Efficiency |
| Operational Vehicle Trips | Project-Specific Data and CalEEMod | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |
| Operational Stationary Sources | Project-Specific Data, Manufacturer's Specifications, SCAQMD HRA Tool | Size and Type of Equipment, Historical Operating Conditions |
| Operational Off-Road Equipment | CalEEMod | Equipment Type, Size, Fuel, and Activity Hours |

**Criteria Air Pollutants**

***Construction Emissions Methodology.*** Project construction would include the demolition of existing facilities, site preparation and grading work, new building construction, renovation of existing buildings, paving, well drilling and installation (including an off-site water transmission line), off-site improvements to 6th Street and Haven Avenue (including utility work), and architectural coating activities. These types of construction activities would emit air pollutants from the following sources:

- Construction Equipment and Vehicle Trips: Gasoline- and diesel-fuel combustion in on- and off-site, heavy-duty construction equipment, worker vehicle trips, vendor vehicle trips, and haul truck trips, which generate emissions of VOC, $NO_X$, CO, exhaust PM, and other pollutants. The age, type, amount, size, and activity hours of construction equipment use, as well as the associated number of workers, vendors, and haul trucks needed to construct a project, all influence the amount of exhaust emissions produced during construction.

- Fugitive Dust: Ground disturbance activities associated with grading, excavation, and other soil-disturbing activities generate fugitive dust and PM emissions. In addition, on- and off-site vehicle travel on paved and unpaved roads used to access the job site also generate fugitive dust and PM emissions. Emissions can occur from these activities not only occur during active earth disturbance operations but also when materials are being stockpiled, deposited into or out of haul trucks, etc. The silt content, moisture level, amount of equipment operations, volume of material moved, vehicle weight, and vehicle speed are all factors that affect fugitive dust emissions from construction activities. Dust control measures (e.g., site watering, application of stabilizers, etc.) reduce the potential for fugitive dust emissions from construction activities.

- Off-Gassing: Surface coating and finishing (e.g., painting, waterproofing, etc.) and asphalt paving operations generate VOC emissions from off-gassing/evaporation of pollutants.

As shown in Section 3, *Project Description*, Table 3-7 (Phase 1 Facility Construction Activity), Table 3-8 (Phase 2B Construction Activities), and Table 3-9 (Groundwater Well Construction Activities), Project construction would occur in phases:

- Phase 1 would construct the main facilities (i.e., the proposed PC, DC, Automatic Storage and Retrieval System (AS/RS), office space, and parking structure) and related on- and off-site improvements, such as the CVWD well and existing commercial building renovations. Phase 1 construction was modeled to begin in 2024 and last approximately two years (until the end of 2026), with overlapping construction phases occurring during this time. It is noted that foundation and other infrastructure required for the proposed cogeneration equipment would be installed as part of Phase 1 even though the cogeneration equipment itself would be installed as part of Phase 2. It should be noted that even though the modeling year has passed (2024), emissions tend to be reduced over time due to more stringent regulations, so these estimates would represent worst case conditions in terms of Project emissions.

- Phase 2 would have two different options:

    - Phase 2A would renovate and improve the existing 7$^{th}$ Street warehouse.

    - Phase 2B would demolish the existing 7$^{th}$ Street warehouse and construct a new, smaller warehouse.

    Under both Phase 2 options, the proposed cogeneration equipment would be installed at the main facility and brought online separate from 7$^{th}$ Street warehouse construction activities. Phase 2 construction was modeled to begin in 2026 and last approximately 15 months year (until the end of March 2027). This EIR focuses on the evaluation of construction-related impacts for Phase 2B because this phase would involve more intensive construction than Phase 2A. Specifically, Phase 2B would involve the demolition, site preparation, grading, building construction, paving and architectural coating activities, while Phase 2A would involve reconfiguring the interior of the building and adding new landscaping. The more intensive activities under Phase 2B would require more heavy-duty construction equipment use and last longer than Phase 2A. Phase 2B, therefore, would have the potential to result in more temporary construction-related impacts (e.g., more fuel use, energy consumption, air quality and GHG emissions, and noise) than Phase 2A.

MIG estimated the proposed Project's potential construction emissions using CalEEMod (Version 2022.1.1.29) default data assumptions, modified to reflect the following Project-specific information:

- Construction Phasing and Duration: The default construction phase and duration assumptions were adjusted and modified as follows:

    - Phase 1: Project-specific phase and phase duration information for the DC, PC, and ASRS, office uses, and parking structures was used to develop the construction emissions model. In addition, construction phasing and equipment assumptions from a representative groundwater well project were used to model and estimate CVWD groundwater well construction emissions.**Error! Bookmark not defined.**

  - Phase 2B: The co-gen facility's construction duration and equipment requirements are based on the Building Construction phase of an approximately 351,601 square foot light industrial building.[viii]

- Demolition and Hauling: The default demolition and hauling assumptions were modified as follows:

  - Phase 1: Construction of the main facilities was assumed to result in the demolition of 175,685 square feet of existing building space and require up to 122,000 cubic yards of soil import. In addition, the construction of the CVWD groundwater well was assumed to result in the removal of 3,965 cubic yards of debris and soil hauling.

  - Phase 2B: Construction activities would result in the demolition of 62,210 square feet of building space and require up to 16,200 cubic yards of soil import.

- Rule 403 Fugitive Dust Abatement: Fugitive dust controls were updated to reflect compliance with the watering requirements of SCAQMD Rule 403 during construction activities for Phase 1 (also consistent with City COA 5.3-3). Accordingly, the modeling for the Project accounts for water trucks operating on site (modeled as "Off-Highway Trucks") as being able to cover four (4) acres of watering per hour.

***Operational Emissions Methodology.*** Once operational, the proposed Project would emit criteria air pollutants from the same types of sources described in Section 4.3.1 (see the "Existing Site Air Quality Emissions Estimates" discussion), including area, on-site energy, mobile, and stationary sources. MIG estimated the proposed Project's operational criteria air pollutant emissions using CalEEMod (V. 2022.1.1.29) default data assumptions and manufacturer's specifications, modified to reflect the following Project-specific information:

- Land Use Development: The acreage and square footage of land uses were modeled based on information in the Project site plan.[45]

- On-Site Building Energy (Natural Gas Combustion): Natural gas used for non-process space and water heating, appliances, etc. was estimated using CalEEMod based on building size, the Project's location in the California Energy Commission (CEC) energy demand forecast zone (EDFZ) 10, and CalEEMod default energy use assumptions for Title 24 and non-Title 24.[ix] As estimated using CalEEMod, PC, DC, ASRS, office, and warehouse uses would consume approximately 22,616 MMBTU of natural gas annually during Phase 1 and Phase 2 operations.

- Mobile Sources:

  - Trip Generation Rates: The default weekday and weekend trip generation rates for the existing land use types (e.g., office, warehouse) were replaced with the

[viii] This is considered a conservative assumption (i.e., likely to overestimate equipment requirements and emissions), as the co-gen system would be installed at the existing facility; it would not involve the development of additional building space.

[ix] Source subject to Title 24 natural gas efficiency standards include space and water heating uses. Sources subject to Title 24 include electricity efficiency standards include space and water heating, cooling, ventilation, outdoor lighting, and most indoor lighting uses. Sources not subject to Title 24 efficiency standards include appliances (e.g., stoves, clothes washers and dryers, refrigerators, office electronics) and all other uses (e.g., fans, pool/spa heating, and other plug-in uses).

actual trip generation rates derived from site-specific traffic counts conducted for the Project. As shown in Table 4.3-13, the proposed Project would generate approximately 1,930 total gross daily passenger vehicle trips and approximately 1,300 total gross daily truck trips, for a total gross trip generation of approximately 3,230 daily trips. The Project's net increase in trips above existing conditions would be equal to 1,114 passenger vehicle trips, 1,003 truck trips, and 2,115 total daily trips. For modeling purposes, all gross trip generation from passenger vehicles were assigned to the existing office land uses while all gross truck trips were assigned to the distribution center land use.

- Pentair $CO_2$ Recovery System Effect on Project Truck Trip Generation: The proposed Project's $CO_2$ recovery system (see below) would capture and purify between approximately 9,362 metric tons and 11,364 metric tons of $CO_2$ per year. Assuming a delivery load of approximately 29,400 pounds of liquid $CO_2$ per truck (approximately 13.4 metric tons), the $CO_2$ recovery system could avoid between approximately 702 and 852 liquid $CO_2$ recovery truck trips per year during Phase 2 operations. For the purposes of a worst case analysis, the Project was given no "credit" for $CO_2$ trip reductions from onsite $CO_2$ production.

**Table 4.3-13**
**Project Trip Generation Rates**

| Land Use and Vehicle Type | Peak Hour Trips | | Average Daily Trips[(A)] | |
|---|---|---|---|---|
| | AM | PM | Number | Percent |
| Distribution Center, Including Office Space (208 KSF) | | | | |
| Passenger Vehicles | 55 | 28 | 692 | 21.4% |
| Trucks | 26 | 16 | 470 | 14.6% |
| *2-axle Trucks* | *1* | *1* | *24* | -- |
| *3-axle Trucks* | *1* | *1* | *18* | -- |
| *4-axle Trucks* | *24* | *14* | *428* | -- |
| Subtotal | 81 | 44 | 1,162 | 36.0% |
| Manufacturing (208 KSF) | | | | |
| Passenger Vehicles | 92 | 47 | 1,169 | 36.2% |
| Trucks | 44 | 27 | 793 | 24.6% |
| *2-axle Trucks* | *2* | *1* | *41* | -- |
| *3-axle Trucks* | *2* | *1* | *30* | -- |
| *4-axle Trucks* | *40* | *25* | *722* | -- |
| Subtotal[(B)] | 136 | 74 | 1,962 | 60.7% |
| 7th Street Warehouse (62 KSF) | | | | |
| Passenger Vehicles | 10 | 9 | 69 | 2.1% |
| Trucks | 1 | 2 | 37 | 1.1% |
| *2-axle Trucks* | *0* | *0* | *2* | -- |
| *3-axle Trucks* | *0* | *0* | *1* | -- |

**Table 4.3-13**
**Project Trip Generation Rates**

| Land Use and Vehicle Type | Peak Hour Trips | | Average Daily Trips[(A)] | |
|---|---|---|---|---|
| | AM | PM | Number | Percent |
| *4-axle Trucks* | *1* | *2* | *34* | -- |
| Subtotal[(B)] | 11 | 11 | 106 | 3.3% |
| **Total Project Passenger Vehicle Trips[(B)]** | *157* | *84* | *1,930* | 59.8% |
| **Total Project Truck Trips[(B)]** | *71* | *45* | *1,300* | 40.2% |
| **Total All Trips[(B)]** | ***228*** | ***129*** | ***3,230*** | ***100%*** |

Source: Fehr and Peers[28], Fehr and Peers[32]
(A) Value reflects the percentage out of the total project trips generated by the site (3,230).
(B) Totals may not equal due to rounding.

- Passenger Vehicle Fleet Mix: The default passenger vehicle fleet mix was modified to consist of only LDA, LDT, MDV, and MCY trips using the same method described in Section 4.3.1.

- Truck Trip Fleet Mix: The default truck fleet mix was modified to reflect the truck fleet percentages derived from site-specific traffic counts conducted for the Project. As shown in Table 4.3-13, Project truck trips would consist of 2-axle LHDT (5.2% of all existing truck trips), 3-axled MHDT (3.8% of all existing truck trips), and 4-axle (or more) HHDT (91.1% of all existing truck trips).

- Truck Trip Type and Distance: All truck trips were assumed to be primary trips with a 37.8-mile one-way trip distance. The 37.8-mile one-way truck trip distance is a weighted average derived using the specific type and amount of truck trips generated by the proposed site uses (see Table 4.3-13) and an assumed one-way trip length of 15.3, 14.2, and 39.9 miles per trip for 2-, 3-, and 4-axle truck trips, respectively.[28]

- Stationary Source / Process Natural Gas: The proposed Project's beverage manufacturing processes would include stationary equipment that would combust natural gas. The amount of natural gas that would be combusted would be contingent on the type, size, and amount of equipment installed, the capacity of the equipment to combust natural gas (based on the manufacturer's equipment specifications), and the operational characteristics of the Project. It is noted that the applicant operates several existing beverage bottling and/or distribution centers in Southern California that operate or will operate similar equipment as the proposed Project, including an existing PC/DC facility in Downey, California (referred to as the Downey PC/DC). The proposed Project would be in a similar urban setting as the Downy PC/DC, with similar operations (i.e., beverage production and distribution, as opposed to just distribution), operating hours, and production cycles as the Downey PC/DC. Therefore, the operating characteristics of the Downey PC/DC provide a reasonable basis for evaluating the type and amount of stationary equipment that would be installed at the proposed Project site, as well as anticipated equipment loads and operating times. Refer to Appendix C2 for detailed stationary source operating assumptions.

- Tray Shrink Packers: Tray shrink packer natural gas consumption was estimated using empirical data from the Downey PC/DC facility, which operates up to 3 tray shrink packers. Each unit consumes approximately 0.2 MMBtu of natural gas per hour and was assumed to operate up to 16 hours per day, 20 days per month. Thus, each unit would combust up to approximately 2.8 MMBtu of natural gas per day, or 1,981.6 MMBtu per year. In total, all three units would combust up to approximately 0.52 MMBtu per day and 5,944.7 MMBtu per year.
- Boilers: The proposed Project would include the installation of three (3), 600 boiler-horsepower (boiler-hp) Cleaver Brooks model CBEX-2W or similar firetube boilers, each with a maximum rated heat input of approximately 24.8 MMBtu per hour. One primary and one backup boiler would be installed as part of Phase 1 operations; a second primary boiler would be installed as part of Phase 2 operations. The daily and annual natural gas use for the boilers would be based on each unit's operating conditions. Each primary boiler was assumed to operate up to 24 hours per day and between a minimum of approximately 7,297 hours per year (83.3% annual operating time) and a maximum of 8,760 hours per year (100% annual operating time).[x] At maximum capacity (24.8 MMBtu per hour), each primary boiler could consume approximately 595 MMBtu of natural gas per day; however, the primary boilers would not continuously operate at maximum capacity because the amount of heat energy needed to maintain a specific temperature fluctuates. The average horsepower and natural gas heat input for each primary unit would be approximately 300 boiler-hp and approximately 12.4 MMBtu per hour, 297.3 MMBtu per day, and between 90,388 MMBtu per year (83.3% annual operating time) and 108,510 MMBtu per year (100% annual operating time). The backup boiler was assumed to operate up to 24 hours per day as necessary, but only up to approximately 375 hours per year during Phase 1 operations (equal to 5% of the minimum 83.3% annual operating time for the Phase 1 primary boiler) and up to 730 hours per year during Phase 2 operations (equal to 5% of the minimum annual operating runtime for both primary generators). At maximum capacity (24.8 MMBTU per hour), the backup boiler would consume approximately 595 MMBtu of natural gas per day (during Phase 1 and Phase 2 operations); however, like the primary boilers, the average horsepower and natural gas heat input for the backup unit would be lower, approximately 300 boiler-hp and 12.4 MMBtu per hour (Phase 1 and Phase 2), 297.3 MMBtu per day (Phase 1 and Phase 2), and between 4,519 MMBtu per year (Phase 1) to 9,039 MMBtu per year (Phase 2).
    - Cogen System Effect on Boiler Natural Gas Consumption. The proposed Project's cogeneration system (see below) would produce between 47,776 MMBtu and 52,315 MMBtu of total waste heat per year. This waste heat could be used to offset or decrease the amount of natural gas heat input required for the Project's boilers. At minimum (47,776 MMBtu per year), the cogeneration system could offset between approximately 44% (108,510 MMBtu based on maximum operating conditions) to 53% (90,388 MMBtu based on average operating conditions) of the natural gas

[x] Data from the Downey PC/DC indicate one primary boiler runs a maximum of 20 hours per day (83.3% of the day) while the second primary boiler runs approximately 5 hours per day (21% of the day). Thus, the assumed 100% daily and 83.3% annual runtime for each primary boiler is considered a conservative assumption that overestimates the proposed Project's potential boiler emissions. In addition, if primary boilers run 100% of the time, backup boiler operations would not be necessary.

heat input required for one of the primary boilers (see use assumptions below).

- Cogeneration: Phase 2 operations would include the installation of a combined heat and power system that would include two (2), 2,146 horsepower Jenbacher model J420 GS-E802 or similar internal combustion engine-generators, each with a maximum rated fuel consumption of approximately 12.7 MMBtu per hour. Each generator was assumed to operate up to 24 hours per day and between approximately 8,000 hours per year (91.3% annual operating run time) and 8,760 hours per year (100% operating time). At the rated input capacity (12.7 MMBtu per hour per generator), the cogeneration system would consume approximately 611 MMBtu of natural gas per day and between approximately 203,696 MMBtu (91.3% annual operating time) and 223,047 MMBtu (100% annual operating time) of natural gas per year.
    - Recoverable Thermal Output: Each generator would be equipped with an exhaust heat recovery system capable of producing up to 2.99 MMBtu per hour of total recoverable thermal output (heat). Based on a minimum 91.3% and maximum 100% runtime, the total annual recoverable thermal output for both generators would be approximately 47,776 MMBtu to 52,315 MMBtu.
    - Selective Catalytic Reduction Emissions Control Equipment: The exhaust from each engine generator would be ducted to a selective catalytic reduction system with an oxidation catalyst and urea injection that is estimated to reduce exhaust NOx emissions by 88%, exhaust CO emissions by 92%, and exhaust VOC emissions by 75%. The exhaust from each SCR would be combined into a single duct and either sent to the proposed Project's Pentair $CO_2$ recovery system (see below) or vented directly to the atmosphere via an approximately 77-foot-tall stack or sent to the Project's $CO_2$ recovery system.
    - Pentair $CO_2$ recovery system: The exhaust from the SCR system would be directed to a $CO_2$ recovery system that will clean and purify the $CO_2$ in the SCR system exhaust stream, producing beverage-grade $CO_2$ for use in the beverage manufacturing process. The recovery system would first cool the SCR system exhaust gases and remove sulfur compounds. The scrubbed and cool exhaust stream would then go to an adsorption unit that would inject monoethanolamine (MEA) into the exhaust stream to chemically capture $CO_2$, creating an MEA solution. The MEA solution would then be heated to release the $CO_2$ from the solution as a gas. The $CO_2$-rich gas would then be cooled, and any remaining MEA removed from the gas stream. The $CO_2$ gas would then be compressed and dehydrated to remove water and passed through an activated carbon filter to remove any impurities. Finally, the $CO_2$ gas would pass through a reboiler to remove any remaining non-condensable gases, condensed into a liquid, distilled, and stored in an insulated storage tank. The $CO_2$ recovery system is estimated have a $CO_2$ recovery efficiency between 80% to 90% and could recover between approximately 9,362 metric tons and 11,364 metric tons of $CO_2$ per year from the cogeneration/SCR system exhaust stream.

- Backup Generator Diesel Fuel: The proposed Project's two (2) 2,011-horsepower emergency diesel engine-generator sets would be tested monthly and consume up to 50,800 gallons of diesel fuel annually during testing and non-emergency use. Diesel fuel use for the backup generators was estimated using manufacturer's specifications for total fuel flow (254 gallons per hour) and the total anticipated non-emergency runtime (50 hours).[xi]**.**

**Toxic Air Contaminants**

The proposed Project's potential construction and operational activities could emit toxic air contaminants (TACs), including diesel particulate matter (DPM), formaldehyde, and benzene that could result in adverse health effects at sensitive receptor locations[xii]. This section describes the methods used to quantify the amount TAC emission emitted by the Project. The methods used to model the dispersion of TAC emissions and assess potential adverse health effects at sensitive receptor locations is discussed under the "Health Risk Assessment" section below.

- Construction DPM. The construction of the proposed Project would result in DPM emissions from the use of diesel-fueled construction equipment, vendor truck trips, and haul truck trips.
- Operational DPM. Once operational, most of the trucks that would access the Project site and loading docks would be diesel fueled and thus generate DPM emissions. In addition, the proposed emergency back-up generator would consist of 2, 2,011 horsepower diesel-fueled engines located slightly north of the northeast corner of the PC/DC facility.
- Operational Natural Gas Combustion. The combustion of natural gas in the proposed Project's boilers and cogeneration system would emit TACs, including, but not limited to including, but not limited to, formaldehyde, acetaldehyde, acrolein, ammonia, methanol, n-hexane, benzene, toluene, 1,3-butadiene, xylenes, and naphthalene. The exhaust stack for the CHP generators would be located slightly northwest of the elevated truck docks along the production center's eastern façade. The exhaust stack for the boilers would be located slightly southeast of the PC/DC facility's administrative space that is attached to the PC/DC (i.e., immediately north of the proposed parking garage and on the southern side of the distribution center).

Other sources of potential TAC emissions could include emissions from small stationary equipment (tray shrink packers) and gasoline-powered passenger cars and other light-duty vehicles travelling to and from the Project site. These TAC emissions were not estimated because they are emitted in much smaller quantities than DPM and natural gas combustion-related TACs, would occur in a much larger geographic area (i.e., emissions would not occur from a defined area such as a loading dock or large stationary source), and would not substantially contribute to adverse health risk effects.

***Construction DPM Emissions.*** MIG estimated construction DPM emissions using the same CalEEMod methodology and assumptions described above for construction criteria air pollutant emissions. This assumption likely overestimates potential construction DPM emissions because

[xi] Fuel use for emergency runtime operations cannot be quantified because emergency runtime is speculative.

[xii] This EIR assumes that 100% of the $PM_{10}$ exhaust emissions from diesel-fueled construction off-road equipment and diesel-fueled off- and on-road trucks is DPM.

a small fraction of the $PM_{10}$ exhaust estimated by CalEEMod would not be emitted from diesel-fueled vehicles.

***Operational DPM Emissions.*** MIG estimated the Project's potential operational DPM emissions from on-site and off-site sources as follows:

- On-Site Industrial Truck Travel and Idling: On-site industrial truck travel and idling emissions of DPM were estimated using CARB's EMFAC2021 database, Version 1.0.2) and Project-specific industrial truck trip data (see Table 4.3-13). LHDT, MHDT, and HHDT running and idling $PM_{10}$ emission factors for Year 2026 (the Project's first full year of operation) were generated using EMFAC2021.[xiii] EMFAC2021 was run at 10 miles per hour (MPH) using an aggregate of model years to generate the emissions factors for on-site truck travel. The EMFAC-generated emission factors were then weighted by the Project's LHDT, MHDT, and HHDT trip percentages to yield a single, weighted average composite emission factor for on-site truck travel and on-site truck idling. The resulting composite emission factor for truck travel, in grams per mile, was then multiplied by the total travel distance for each modeled source the truck trip was assumed to pass through (based on the truck trip distribution percentages contained in the TIA prepared for the Project). Truck idling emission rates were also aggregated over multiple model years. The composite emission factor for idling trucks, in grams per vehicle per day, was then multiplied by the number of idling trucks per day and the total amount of idling time per truck. Although State law limits idling to five minutes per location (see Section 4.3.2), total idling emission were estimated based on 15 minutes of total on-site idling per truck per day. Trucks operating with truck refrigeration units (TRUs) were not modeled as part of this Project, since the facility would only include approximately 1,000 square feet of warehousing space dedicated to cold storage. Typical operations at the site, including the PC, DC, and ASRS would not require dedicated refrigerated space beyond the 1,000 square feet reserved for cold/dry ingredient storage.
- Off-Site Industrial Truck Travel: Off-site truck travel DPM emissions were estimated using the same methodology as on-site truck travel, except EMFAC was run for 25 MPH on 7$^{th}$ Street and Utica Avenue, 45 MPH on 6$^{th}$ Street, and 50 MPH on Haven Avenue. The resulting composite emission factor for truck travel, in grams/mile, was then multiplied by the total length of each modeled road segment the truck trip traveled through (based on the truck trip distribution percentages contained in the TIA prepared for the Project).
- Backup Emergency Generator: Stationary source DPM emissions from the emergency generator were calculated using with same methodology described above for criteria air pollutants. All $PM_{10}$ emissions were conservatively assumed to be DPM emissions.

***Natural Gas Combustion TAC Emissions.*** Natural gas combustion TAC emissions were estimated using the SCAQMD's web-based Health Risk Assessment Tool, which can be used for calculating emissions from TACs and conducting screening-level health risk assessments in support of SCAQMD rules including Rule 1401. The TAC emission factors for natural gas combustion were obtained from this tool and would be consistent with Rule 1401.

[xiii] The use of 2026 emissions factors to model operational emissions provides a worst-case scenario, as emissions rates improve (i.e., decrease) as newer, cleaner, and more efficient model years become available.

**Health Risk Assessment**

MIG evaluated the potential health risks of the Project relative to diesel particulate matter (DPM), natural gas toxic air contaminants (TAC), and cancer and non-cancer risks. MIG used the U.S. EPA's AERMOD dispersion model (Version 23132) to predict construction- and operations-related ground level DPM concentrations at sensitive receptors within one-quarter mile of the Project site. The AERMOD dispersion model is an U.S. EPA-approved and SCAQMD-recommended model for simulating the dispersion of pollutant emissions and estimating concentrations of pollutants at specified receptor locations. AERMOD requires the user to input information on the source(s) of pollutants being modeled, the receptors where pollutant concentrations are modeled, and the meteorology, terrain, and other factors that affect the potential dispersion of pollutants.

Cancer risk and non-cancer health risks to sensitive receptors were estimated using assumptions consistent with the recommendations contained in the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions white paper and Supplemental Guidelines for Preparing Risk Assessments for the Air Toxics Hot Spots Information and Assessment Act, as well as the OEHHA Air Toxics Hot Spots Program Guidance Manual.[46, 47, 48]

***Construction DPM Modeling.*** The proposed Project's construction DPM modeling variables are summarized below. Refer to Exhibit 4.3-3 for the location of modeled construction sources and to Appendix C3.1 for detailed information on AERMOD input assumptions including tables summarizing source geometry and emissions rates.

- Dispersion Controls: AERMOD was run using default regulatory options. The pollutant type modeled was $PM_{10}$ with an averaging time set for a single five-year period based on the meteorological data set incorporated into the model (see below) and urban dispersion coefficients applied.
- Construction Source Parameters: The source parameters used to model construction $PM_{10}$ emissions were as follows:
    - On-site construction DPM emissions were modeled as 26 different area sources based on phase, year, and the general area in which activities would occur. For example, construction emissions associated with development of the new PC, DC, and AS/RS were congregated around the main facility and emission associated with the groundwater well were concentrated in the southeastern portion of the site. Activities that spanned larger areas, such as grading, were subdivided into several smaller sources, with emissions equally divided amongst the sources. Area sources were assigned a release height of five meters. This elevated source height reflects the height of the equipment exhaust pipes, plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for the plume rise of the exhaust gases.
    - Off-site construction DPM emissions from trucks were modeled as 6 different area line sources. For Phase 1 and Phase 2B cogeneration system installation, all construction traffic was modeled as traveling along 6$^{th}$ Street and accessing the site along Haven Avenue. For Phase 2B 7$^{th}$ warehouse construction activities, trucks were modeled as traveling along 6$^{th}$ Street, Utica Avenue, and accessing the site along 7$^{th}$ Street. The release height for the line area sources was set to 4.12 meters, the approximate height of a truck exhaust.

- Construction Source Emission Rates: An emissions rate for each on- and off-site source was derived from the CalEEMod emissions estimates modeled for Phase 1 (see Table 4.3-19) and Phase 2B (see Table 4.3-20).The annual $PM_{10}$ exhaust emissions estimated to be generated by each modeled construction source were converted to an average emissions rate, in grams per second (g/s) and then converted to an average emissions rate in grams per second per square meter ($g/s/m^2$), based on the activity occurring in each source, potential construction work times, and the size of the modeled source. Annualized construction emission rates are based on potential activities occurring within a 16-hour daily window (6 AM to 10 PM) for dispersion purposes.[xiv]
- Receptors: Four separate receptor grids were developed to predict ground level pollutant concentrations at sensitive receptor locations within approximately one-quarter mile surrounding the Project area boundary, as follows:
    - A 1,200-meter by 1,200-meter grid with a receptor spacing of 100 meters was generated over the industrial, commercial, residential, and preschool land uses surrounding the Project site. The grid's central coordinates were 447245.00 meters Easting and 37771917.00 meters Northing. This grid was then converted to discrete Cartesian receptors (yielding 169 discrete receptors).
    - A 150-meter by 100-meter grid with a receptor spacing of 25 meters along was generated over the industrial land use east of the Project site. The grid's central coordinates were 447335.00 meters Easting and 3771950.00 meters Northing. This grid was then converted to discrete Cartesian receptors (yielding 35 discrete receptors).
    - A 120-meter by 120-meter grid with a receptor spacing of 15 meters along was generated over commercial / strip mall east of the site that includes the Good Stewards Daycare. The grid's central coordinates were 447357.00 meters Easting and 3771785.00 meters Northing. This grid was then converted to discrete Cartesian receptors (yielding 81 discrete receptors).
    - A 120-meter by 120-meter grid with a receptor spacing of 15 meters was generated over the residential area southeast of the Project site, on the southeastern corner of 6th Street and Cleveland Avenue. The grid's central coordinates were 447750.00 meters Easting and 3771605.00 meters Northing. This grid was then converted to discrete Cartesian receptors (yielding 81 discrete receptors).

  All receptors within the Project site (14 receptors) were removed, yielding a total of 352 discrete receptors modeled for the Project.
- Meteorology: AERMOD-ready meteorological data for the Ontario International Airport meteorological station was obtained from the SCAQMD for the five-year period January 1, 2012, to December 31, 2016 (see Exhibit 4.3-1 and Exhibit 4.3-2).
- Terrain: AERMAP was used to import terrain from the National Elevation Dataset (NED; 1/3 arcsecond resolution) into the modeling domain.

[xiv] The one exception to this is for the Well Drilling phase associated with Phase 1, which is anticipated to operate continuously for 24 hours per day and was modeled as such.

**Exhibit 4.3-3**
**Modeled Construction DPM Emissions Sources**



***Operational DPM Modeling.*** The operational DPM modeling conducted for this EIR applies the same dispersion control, receptor, meteorology, and terrain inputs described in the construction DPM modeling methodology above; however, the Project's operational source parameters, including emission rates and emissions profiles, are different as summarized below. Refer to Exhibit 4.3-4 for the location of modeled operational DPM sources and to Appendix C3.2 for detailed information on AERMOD input assumptions including tables summarizing source geometry and emissions rates.

- Truck Distribution: Consistent with the transportation impact analysis prepared for the Project, truck trip distribution was assigned to the local roadway network as follows:**Error! Bookmark not defined.**
    - Haven Avenue, North of Haven Avenue / 7th Street Intersection: 10% of in- and out-bound truck traffic was modeled as traveling to and from the site from the portion of Haven Avenue north of the site.**Error! Bookmark not defined.** All of these trips were modeled as using the site's northern driveway on 7th Street.
    - Haven Avenue, South of Haven Avenue / 7th Street Intersection: 55% of in- and out-bound truck traffic was modeled as traveling to and from the site from the portion of Haven Avenue south of the site. All truck travel was modeled as accessing the site via the site's northern driveway on 7th Street.
    - 6th Street, East of the Site: The remaining 35% of in- and out-bound truck trips were modeled as traveling along the portion of 6th Street east of the site. Trucks accessing the site from this direction would use a combination of the site's eastern driveway on Utica Avenue and northern driveway on 7th Street. Approximately 34.5% of the truck trips from this direction (12.1% of all truck trips) would utilize the Utica Avenue driveway to use the docks / material delivery facilities on the eastern side of the building; the remaining 65.5% (22.9% of all truck trips) would connect to the site's northern driveway via 6th Street, Utica Avenue, and 7th Street.
- Operational Source Parameters: The source parameters used to model operational $PM_{10}$ emissions were as follows:
    - On-site idling and truck travel emissions were modeled as a series of adjacent volume sources. Idling emissions were modeled as 19 different elevated sources located next to a building, while travel emissions were modeled as 44 different surface-based emission sources.
        - Default base elevation data imported for on-site sources using AERMAP was adjusted, as necessary, to reflect elevation changes shown on the site plan. The docks along the eastern side of the building were modeled as being at ground level (i.e., AERMAP defaults). The docks on the northern side of the building would be elevated slightly; approximately 9 feet above ground level, per the site plan. The idling and drive isle volume sources along the northern side of the building reflect this, while the site's northern driveway (i.e., the 7th Street Driveway) was modeled as gradually increasing from ground level to approximately 9 feet above ground level. The Project would also feature elevated truck docks along the eastern façade of the building, the ramp to which would extend from approximately the northeast corner of the building to the upper portion of the building. These elevated truck docks were modeled as being approximately 32 feet above ground level. The volume sources for the

ramp leading up to the truck dock were interpolated based on the site's northern elevation (9 feet) and the elevation of the elevated truck docks on the eastern façade (32 feet).

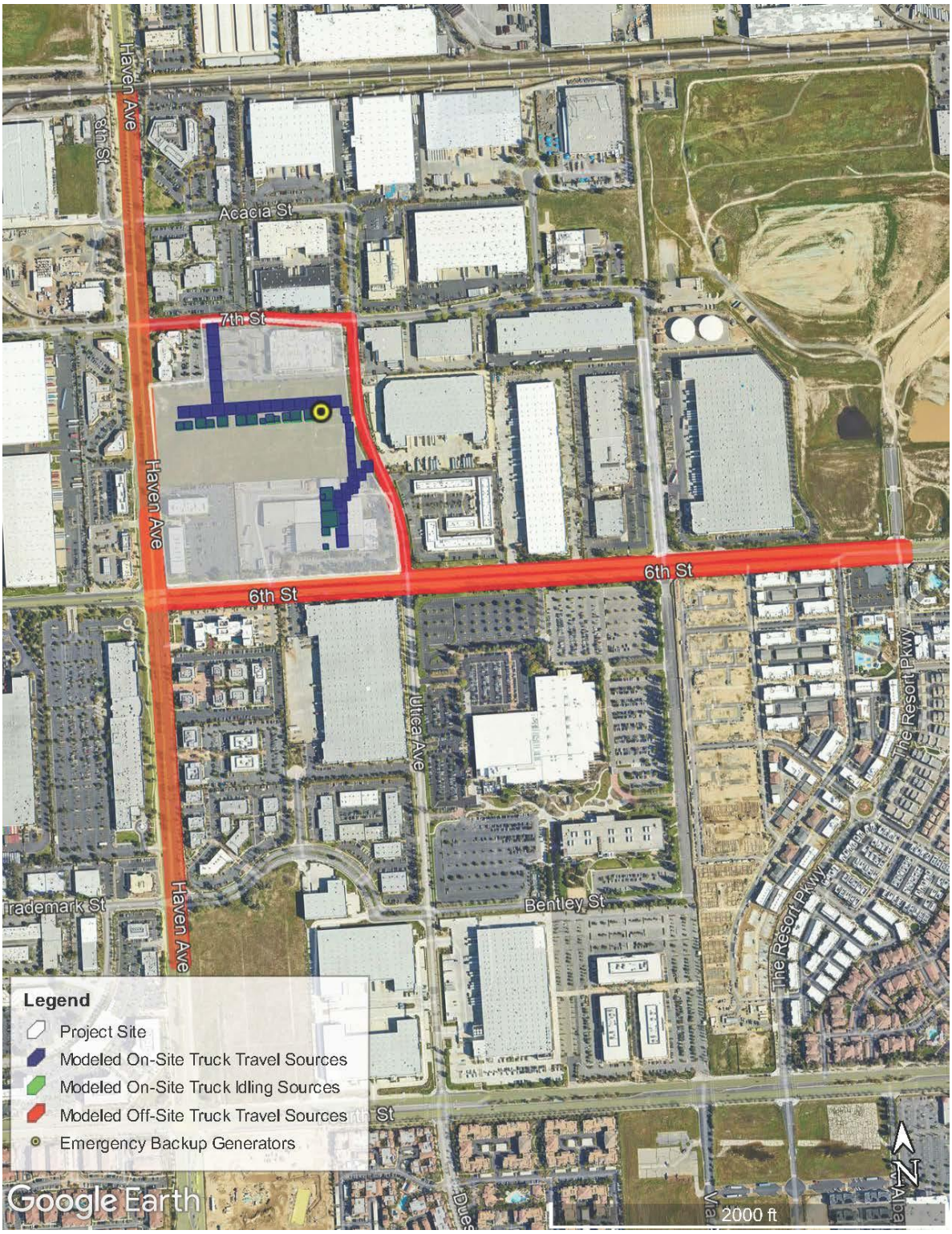
- For surface-based volume sources, the initial lateral and vertical dimensions were computed by dividing the length of the side and the source release height, respectively, by 4.3; the initial vertical ($\sigma Z$**)** dimension of elevated volume sources was computed by dividing the adjacent building height by 2.15.[49] The proposed DC, PC, and AS/RS facility would have varying building heights. The docks on the northwest side of the building (Bays 1 through 5) have a building height of approximately 14.2 meters (46.5 feet), the docks on the northeast corner of the building (Bays 6 through 8) have a building height of approximately 36.6 meters (120 feet), the lower docks on eastern side of the building (Bays 9 through 11) were modeled as having a building height of 24.7 meters (81 feet from the docks to the second story), and the elevated docks on the eastern side of the building (Bay 12) were modeled as having a building height of 14.9 meters (49 feet).[xv] The larger bays (i.e., having more than four total docks) were split into smaller sources for the modeling.

  - Off-site truck travel emissions were treated as a series of 6 different area line sources. The release height for all modeled sources was set to 4.12 meters, the approximate height of a truck exhaust above ground level.
  - Emergency backup generators were modeled as point sources. Each generator would include two exhaust ports, for a total of four point sources. Each exhaust port was located 11.75 feet above the ground, with a diameter of approximately 1.1 feet, a gas exit flow rate was 12,078 cubic feet per minute, and an exhaust temperature of approximately 815 degrees Fahrenheit.

- Operational Source Emission Rates: The $PM_{10}$ exhaust emissions estimated to be generated per mile for traveling trucks and per vehicle-day for idling trucks using EMFAC2021 were converted to an average emissions rate, in grams per second and then converted to an average emissions rate in grams per second per square meter, based on the estimated number of trips and the size of the modeled source. Project truck trips were assumed to occur 24 hours a day. Generator exhaust emission rates, in grams per second per square meter, were estimated based on 50 hours of total annual runtime.

[xv] A "Bay" refers to dock groupings located along the building's southern and western façades. The bays are ordered from west to east and north to south. Bay 1 consists of the westernmost dock on the northern façade while Bay 8 refers to the docks on the easternmost dock on the northern façade. Bay 9 consists of the lower northernmost docks on the eastern façade while Bay 11 refers to the lower southernmost dock on the eastern façade, and Bay 12 consists of the elevated docks on the eastern façade.

**Exhibit 4.3-4**
**Modeled Operational DPM Emissions Sources**



***Operational Natural Gas TAC Modeling.*** Natural gas TAC modeling for this EIR was conducted the SCAQMD web-based Health Risk Assessment Tool and AERMOD-Ready Meteorological Data Files webpage. The input parameters used to model the Project's boilers and cogeneration engine-generators are summarized in Table 4.3-14 and Table 4.3-15, respectively.

**Table 4.3-14**
**Risk Assessment Parameters for Cogeneration Engine-Generators**

| Parameter | Value / Description |
|---|---|
| Source Type | Natural Gas Reciprocating Internal Combustion Engine |
| Hours per Day | 24 |
| Days per Week | 7 |
| Weeks Per Year | 52 |
| Modled Source Type (Point or Volume) | Point |
| Stack Height or Building Height (Feet) | 70 |
| Distance from Residential Receptor (Meters) | 230 for preschool and 580 to residence |
| Distance from Commercial Receptor (Meters) | 130 |
| Meteorological Station | Ontario Airport |
| Project Duration (Years) | 5 for preschool and 30 for residences |
| Lean Burn Engine Data | |
| Engine Horsepower (bhp) | 2,069 |
| Equipment with SNCR, SCR, or Other | SCR |
| Fuel Rate for Natural Gas (cubic foot / hour) | 13,900 |
| Control Efficiency (VOC; default) | 0.9185 |
| Source: MIG (see Appendix C3.2) | |

**Table 4.3-15**
**Pertinent Risk Assessment Parameters for Boilers**

| Parameter | Value / Description |
|---|---|
| Source Type | Boiler |
| Hours per Day | 24 |
| Days per Week | 7 |
| Weeks Per Year | 52 |
| Source Type (Point or Volume) | Point |
| Stack Height or Building Height (Feet) | 70 |
| Distance from Residential Receptor (Meters) | 340 for preschool and 680 to residences |
| Distance from Commercial Receptor (Meters) | 270 |
| Meteorological Station | Ontario Airport |
| Project Duration (Years) | 5 for preschool and 30 for residences |
| Natural Gas Boiler Data | |
| Max Burner Rating (MMBtu/hr) | 24.8 |
| Equipment with SNCR, SCR, or Other(A) | Other |

Source: MIG (See Appendix C3.2)

(A) Selective Non-catalytic Reduction (SNCR) was chosen over Selective Catalytic Reduction (SCR) and Other, because it results in higher ammonia emission factors, thereby providing a conservative assessment of potential health risks. In actuality, the project may use SCR instead of SNCR

As shown in Table 4.3-14 and 4.3-15, the modeled risk assessment parameters assume the two primary boilers and two cogeneration engine generators are in operation 100% of the time, provide the maximum risk estimate for the Project.

***Cancer Risk.*** Cancer risk is the calculated, pollutant-specific estimated probability of developing cancer based upon the dose and exposure to the TAC. Cancer risk is determined by calculating the combinatory effects of the toxics' cancer potency factor (CPF), the dose of the toxic received, the age group the receptor is cohort to, the duration of exposure over a period or lifetime, and other factors such as age sensitivity and the amount of time spent at the location of exposure. For the proposed Project, risks were assessed for the inhalation pathway (i.e., breathing) for the following different receptor types:

- Residential receptors were assessed under a 30-year exposure duration.
- Preschool student / daycare receptors were assessed under a 5-year exposure duration.

Cancer risk equations for residential and school receptors are summarized in Table 4.3-16 and Table 4.3-17.[xvi]

[xvi] Off-site worker receptors were also evaluated under a 25-year exposure duration. This EIR section focuses on impacts to sensitive air quality receptors. Off-site worker receptors were also assessed under a 25 year exposure duration, with impacts found to be less than significant. Refer to Appendix C3 for detailed off-site worker health risk assessment calculations.

**Table 4.3-16**
**Cancer Risk Equations**

| | |
|---|---|
| Residential/Student Risk: | $RISK_{INH.RES} = DOSE_{AIR.RES} \times CPF \times ASF \times \frac{ED}{AT} \times FAH$ |
| Where: | |
| $DOSE_{AIR}$ = | Daily Inhalation Dose (mg/kg-day). See Table 4.3-17. |
| CPF = | Cancer Potency Factor for Inhalants (mg/kg-day). CPF is expressed as the 95th percent upper confidence limit of the slope of the dose response curve under continuous lifetime exposure conditions. The CPF for diesel exhaust is 1.1 mg/kg-day. See **Error! Reference source not found.** for the project's stationary source TAC emissions CPFs. |
| ASF = | Age Sensitivity Factor. ASF is a protective coefficient intended to take into account increased susceptibility to long-term health effects from early-life exposure to TACs. The recommended ASFs are 10 for the third-trimester to birth and 2-year age bins, 3 for the 2- to 9-year and 16-year age bins, and 1 for receptors over 16 years of age. |
| ED = | Exposure Duration (years). Exposure duration characterizes the length of residency for the residential (30 years) and preschool student / daycare (5 years) receptor. |
| AT = | Averaging Time (years). A 70-year (lifetime) averaging time is used to characterize to total risk as a factor of average risk over a typical lifespan. |
| FAH = | Fraction at Home. FAH is the percentage of time the receptor is physically at the receptor location.<br><br>*Residential Receptors*<br>The SCAQMD recommended percentages are 100 percent for the third trimester to 16-year age bins, and 73 percent for receptors over 16 years of age.<br><br>*Preschool (Child) Receptors*<br>The FAH for school receptors was set to 50 percent. This reflects receptors being present at the site for up to 12 hours per day. |

**Table 4.3-17**
**Inhalation Dose Equations**

| | |
|---|---|
| Residential / Student Dose | $DOSE_{AIR.RES} = C_{AIR} \times \frac{BR}{BW} \times A \times EF \times 10^{-6}$ |
| Where: | |
| $C_{AIR}$ = | Concentration of TAC in air (µg/m$^3$). Concentration of toxic in micrograms per one cubic meter of air. The AERMOD program is used in the study to determine concentrations of DPM at surrounding discrete receptor points. |
| BR/BW = | Breathing Rate ÷ Body Weight (L/kg/day). Daily breathing rate normalized to body weight.<br><br>*Residential Receptors*<br>Consistent with SCAQMD Risk Assessment Procedures for Rule 1401, 1401.1, and 212, the 95$^{th}$ percentile breathing rate to body weight ratios are used in this EIR for the third-trimester to birth age bin (361 L/kg/day) and birth to two-years age bin (1,090 L/kg/day), while the 80$^{th}$ percentiles are used for the two-years to 16-years age bin (572 L/kg/day), and 16-years to 30-years age bin (261 L/kg/day).<br><br>*Preschool (Child) Receptors*<br>Consistent with SCAQMD guidance, the daily breathing rate to body weight ratios were set to 631 L/kg/day for the two-years to nine-years age bin. |
| A = | Inhalation Absorption Factor. Is a coefficient that reflects the fraction of chemical absorbed in studies used in the development of CPF and Reference Exposure Levels (RELs). An absorption factor of one is recommended for all chemicals. |
| EF = | Exposure Frequency. EF is the ratio of days in a year that a receptor is receiving the dose.<br><br>*Residential Receptors*<br>The recommended EF is 0.96 characterizing an assumed 350 days a year that a residential receptor is home for some portion of the day.<br><br>*Preschool (Child) Receptors*<br>The EF for student receptors was set to 0.72. This conservatively reflects student receptors would be at the site Monday through Friday every week of the year. |

***Non-Cancer Risk.*** The chronic non-cancer hazard quotient is the calculated pollutant-specific indicator for risk of developing an adverse health effect on specific organ system(s) targeted by the identified TAC or TACs. The potential for exposure to result in chronic non-cancer effects is evaluated by comparing the estimated annual average air concentration to the chemical-specific, non-cancer chronic RELs. The REL is a concentration below which there is assumed to be no observable adverse health impact to a target organ system. When calculated for a single chemical, the comparison yields a ratio termed a hazard quotient. To evaluate the potential for adverse chronic non-cancer health effects from simultaneous exposure to multiple chemicals, the hazard quotients for all chemicals are summed, yielding a hazard index.

For the chronic, chronic 8-hour, and acute non-cancer hazard index, the annual average pollutant concentration is divided by the chronic hazard quotient, the maximum 8-hour concentration is divided by the 8-hour chronic hazard quotient, and the one-hour maximum

concentration is divided by the acute hazard quotient, respectfully. The chronic REL for DPM was established by OEHHA as 5 µg/m$^3$; there is no acute REL for DPM. Refer to Appendix C3.2 for chronic and acute RELs for TACs associated with natural gas combustion.

Chronic and acute non-cancer risks are considered significant if a project's TAC emissions result in a hazard index greater than or equal to one. Non-cancer risk equations are summarized in Table 4.3-18.

**Table 4.3-18**
**Non-Cancer Risk Equation**

| | |
|---|---|
| Chronic Hazard Index: | $\mathrm{HIC}_{\text{target organ}} = \Sigma\{[\mathrm{AveConc}_{\mathrm{TAC}} \times \mathrm{MP} \times \mathrm{MWAF}]/\text{Chronic } \mathrm{REL}_{\mathrm{TAC}}\}_{\text{target organ}}$ |
| Where: | |
| $\mathrm{AveConc}_{\mathrm{TAC}}$ | Annual average TAC concentration TAC (µg/m$^3$). |
| MP= | Multi-Pathway Adjustment Factor, which is used for substances that may contribute to health risk from exposure pathways other than inhalation by estimating the total health risk in comparison to a given inhalation risk. |
| MWAF | Molecular Weight Adjustment Factor |
| Chronic $\mathrm{REL}_{\mathrm{TAC}}$ = | Chronic reference exposure level (REL) for TAC |
| Acute Hazard Index: | $\mathrm{HIA}_{\text{target organ}} = \Sigma\{[\mathrm{PeakConc}_{\mathrm{TAC}} \times \mathrm{MWAF}]/\text{Acute } \mathrm{REL}_{\mathrm{TAC}}\}_{\text{target organ}}$ |
| Where: | |
| HIA = | Acute Hazard Index; an expression of the potential for non-cancer health effects. |
| $\mathrm{PeakConc}_{\mathrm{TAC}}$ = | Peak Concentration, the peak 1-hour TAC concentration |
| MWAF | Molecular Weight Adjustment Factor |
| Acute $\mathrm{REL}_{\mathrm{TAC}}$ = | Acute reference exposure level (REL) for TAC |

## 4.3.5 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts that could result from implementation of the Project and recommends mitigation measures as needed to reduce or eliminate significant air quality impacts. The quantification and evaluation of the proposed Section 4.3.4 above describes the methodologies and assumptions used to evaluate the Project's potential air quality impacts in coordination with energy impacts (see Section 4.6), greenhouse gas (GHG) impacts (see Section 4.8), and transportation impacts (see Section 4.17). Refer to Appendix C for detailed air quality, GHG, and energy modeling data and calculations.

### Consistency with the Applicable Air Quality Plan

***Impact AIR-1 – Would the project conflict with or obstruct implementation of the South Coast Air Quality Management District 2022 Air Quality Management Plan.***

*Analysis of Impacts*

As described in Section 4.3.1, the proposed Project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the Project:

1) Is consistent with the growth assumptions in the AQMP; and

2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the AQMP. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. The proposed Project is estimated to create approximately 289 net new jobs. This value is within the SCAG 2020 RTP/SCS growth projection for the City of Rancho Cucamonga of 420 jobs per year, which is an average rate across almost three decades (2016 to 2045. The employment growth associated with the Project (net 289 jobs) represents less than 2% of the anticipated total employment growth in the City between 2016 and 2045 (16,800 jobs).[xvii] Therefore, the proposed Project would not exceed the growth assumptions contained in the AQMP.

Consistency Criterion 2 refers to the CAAQS. As described in Section 4.3.2, the AQMP contains control measures intended to achieve attainment of ambient air quality standards in the South Coast Air Basin. Most of these measures are not directly applicable to the Project. For example, Measures R-CMB-01 through R-CMB-04 would reduce emissions from residential combustion sources. However, other control measures target sources that would be included in the Project, such as L-CMB-02, which seeks to replace or retrofit boilers and process heaters greater than or equal to 2 million Btu/hour. The SCAQMD would implement this control measure by setting standards for new equipment, replacements, or retrofits for boilers and process heaters regulated under Rule 1146 and 1146.1. The Project would comply with SCAQMD rules developed as part of the AQMP; however, as described under Impact AIR-2, the proposed Project's mitigated emissions levels are anticipated to exceed SCAQMD $NO_X$ emissions thresholds during Phase 1 and Phase 2 operations and during combined Phase 1 operations and Phase 2B construction. This increase in emissions above recommended thresholds could result in new and/or more frequent or more severe exceedances of regional air quality standards. As such, the proposed Project is determined to have the potential to conflict with the SCAQMD 2022 AQMP due to exceedances of the SCAQMD NOx daily significance threshold even after mitigation. This impact would be significant and unavoidable even with mitigation.

*Level of Significance Before Mitigation*

*Regional Construction Emissions.* Potentially Significant for VOC (Phase 1 and Phase 2) and NOx emissions (Phase 1 only).

*Regional Operational Emissions.* Potentially Significant for NOx emissions (Phase 1 and 2).

*Combined Regional Phase 1 Operational and Phase 2 Construction Emissions.* Potentially Significant for VOC and NOx emissions.

*Mitigation Measures*

*Regional Construction Emissions.* See Mitigation Measures AIR-2A and AIR-2B.

*Regional Operational Emissions.* See Mitigation Measures AIR-2C through AIR-2E and Mitigation Measures GHG-1 and GHG-2

[xvii] The SCAG 2020 RTP/SCS, which formulate the growth projections on which the 2022 AQMP are based, estimated that the City of Rancho Cucamonga would increase employment by approximately 16,800 jobs between 2016 and 2045, a growth rate of approximately 420 new jobs per year during that time period.[38] In April 2024, SCAG adopted Connect SoCal 2024, its latest RTP/SCS. Connect SoCal 2024 identifies that employment in Rancho Cucamonga will increase by 21,600 between 2019 and 2050. Since the growth projects in the 2020 RTP/SCS are used by the AQMP, the 2020 RTP/SCS is used instead of the 2024 RTP/SCS for this consistency analysis

*Combined Regional Phase 1 Operational and Phase 2 Construction Emissions.* See Mitigation Measures AIR-2A through AIR-2E and Mitigation Measures GHG-1 and GHG-2.

*Level of Significance After Mitigation*

*Regional Construction Emissions.* Less than Significant.

*Regional Operational Emissions.* Significant and Unavoidable for NOx emissions.

*Combined Regional Operational Emissions and Phase 2 Construction Emissions.* Significant and Unavoidable for NOx emissions.

**Cumulatively Considerable Net Increase in Nonattainment Criteria Air Pollutants**

***Impact AIR-2 – Would the project result in a cumulatively considerable net increase of any criteria air pollutants for which the South Coast Air Basin is designated non-attainment under an applicable federal or state ambient air quality standard?***

*Analysis of Impacts*

The proposed Project would emit criteria air pollutants from the short-term construction and long-term operational sources described in Section 4.3.4. As described in more detail below, the proposed Project would not generate short-term construction or long-term operational emissions that exceed SCAQMD-recommended regional criteria air pollutant thresholds with the incorporation of mitigation for all pollutants except $NO_X$. Project operations would result in emissions of $NO_X$, an ozone precursor, above the SCAQMD's-recommended regional threshold even with the incorporation of mitigation measures. This impact would be significant and unavoidable.

*Construction Emissions.* As described in Section 4.3.4, the Project's potential construction emissions were estimated using Project-specific construction activities and the SCAQMD's recommended air quality emissions modeling software, CalEEMod (V. 2022.1.1.29). The Project's maximum daily unmitigated construction emissions for Phase 1 and Phase 2B are summarized in Table 4.3-19 and Table 4.3-20.[xviii] Refer to Appendix C for detailed construction CalEEMod assumptions and modeling results.

**Table 4.3-19**
**Unmitigated Project Construction - Phase 1 Regional Emissions Estimates**

| Season | Maximum Daily Emissions (Pounds per Day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Summer 2024 | 16.2 | 116.1 | 206.0 | 0.3 | 29.0 | 10.1 |
| Winter 2024 | 10.7 | 103.5 | 129.5 | 0.3 | 21.9 | 6.6 |
| Summer 2025 | 108.2 | 115.1 | 239.8 | 0.3 | 36.4 | 12.9 |
| Winter 2025 | 14.7 | 100.4 | 171.0 | 0.3 | 29.2 | 10.9 |
| **SCAQMD CEQA Threshold** | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **Yes** | **Yes** | No | No | No | No |

Source: MIG (see Appendix C1.2)

[xviii] As described in Section 4.3.4, construction Phase 2B emissions would involve more intensive construction activities than Phase 2A. Therefore, potential impacts assessed for Phase 2B would address any impacts associated with Phase 2A construction activities, too. As such, a separate analysis for Phase 2A construction emissions is not presented in this EIR.

**Table 4.3-20**
**Unmitigated Project Construction - Phase 2B Regional Emissions Estimates**

| Season | Maximum Daily Emissions (Pounds Per Day) | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| Winter 2026 | 5.0 | 42.0 | 52.8 | 0.1 | 24.2 | 12.3 |
| Summer 2026 | 3.6 | 25.2 | 51.9 | 0.1 | 6.2 | 2.1 |
| Winter 2027 | 93.0 | 12.1 | 22.4 | <0.1 | 3.1 | 1.0 |
| **SCAQMD CEQA Threshold** | 75 | 100 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **Yes** | No | No | No | No | No |

Source: MIG (see Appendix C1.2)

As shown in Table 4.3-19, Phase 1 regional construction emissions would not exceed the SCAQMD's recommended threshold for CO, $SO_2$, $PM_{10}$, or $PM_{2.5}$, but would exceed the SCAQMD's recommended threshold for VOCs and $NO_X$, both of which are precursors to $O_3$. pollutants. SCAQMD's regional criteria air pollutant thresholds for VOC (75 pounds per day) and $NO_X$ (100 pounds per day).

- Phase 1 $NO_X$ emissions would exceed the SCAQMD's threshold during both Phase 1 construction years (modeled as 2024 and 2025) primarily due to overlapping construction activities (see *Project Description*, Table 3-7, Phase 1 Facility Construction Activity, and Table 3-9, Groundwater Well Construction Activities); no single construction phase/activity would individually generate daily emissions that exceed the SCAQMD $NO_X$ threshold.
- Phase 1 VOC emissions would exceed the SCAMQD's threshold only during Phase 1 architectural coating activities, which are anticipated to occur during the second year of Phase 1 construction (modeled as 2025).

As shown in Table 4.3-20, Phase 2B regional construction emissions would not exceed the SCAQMD's recommended threshold for $NO_X$, CO, $SO_2$, $PM_{10}$, or $PM_{2.5}$, but would exceed the SCAQMD's recommended threshold for VOCs. Like Phase 1, Phase 2B VOC emissions would only exceed the SCAQMD's threshold during architectural coating activities, which would occur near the end of Phase 2B construction.

As summarized above, the Project's construction emissions would exceed SCAQMD-recommended regional thresholds for VOCs (Phase 1 and Phase 2) and $NO_X$ (Phase 1 only), both of which are precursors to ozone ($O_3$) (a pollutant for which the region is designated nonattainment). This is considered a potentially significant impact. Accordingly, the City shall require the applicant to implement Mitigation Measure AIR-2A, Reduce Construction VOC Emissions, and Mitigation Measure AIR-2B, Reduce Construction $NO_X$ and PM Exhaust Emissions), which would limit the VOC content in the coatings used during construction and require construction equipment to meet stringent U.S. EPA / CARB Tier IV Final emissions standards.[xix] These measures would lower maximum daily VOC and $NO_X$ emissions by approximately 67% and 58%, respectively. The Project's maximum daily mitigated Phase 1 and Phase 2B regional construction emissions are summarized in Table 4.3-21 and Table 4.3-22, respectively.

[xix] The use off equipment meeting Tier IV Final emissions standards would also be consistent with City COA 5.3-2).

**Table 4.3-21**
**Mitigated Project Construction – Phase 1 Regional Emissions Estimates**

| Season | Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Summer 2024 | 9.8 | 49.2 | 230.3 | 0.3 | 26.1 | 7.4 |
| Winter 2024 | 7.9 | 34.3 | 136.7 | 0.3 | 20.6 | 5.4 |
| Summer 2025 | 35.2 | 48.6 | 248.4 | 0.3 | 33.3 | 10.2 |
| Winter 2025 | 9.5 | 42.9 | 177.9 | 0.3 | 27.4 | 8.4 |
| SCAQMD CEQA Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | No | No | No | No | No |
| Source: MIG (see Appendix C1.2) | | | | | | |

**Table 4.3-22**
**Mitigated Project Construction – Phase 2B Regional Emissions Estimates**

| Season | Maximum Daily Emissions (lbs/day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Winter 2026 | 2.3 | 16.7 | 54.3 | 0.1 | 22.8 | 11.0 |
| Summer 2026 | 2.4 | 11.8 | 55.9 | 0.1 | 5.7 | 1.6 |
| Winter 2027 | 20.3 | 5.8 | 24.4 | <0.1 | 2.8 | 0.8 |
| SCAQMD CEQA Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | No | No | No | No | No |
| Source: MIG (see Appendix C1.2) | | | | | | |

As shown in Table 4.3-21 and Table 4.3-22, Mitigation Measures AIR-2A and AIR-2B would reduce the Project's maximum daily regional VOC and NOx emissions to levels below the SCAQMD's thresholds. This impact would be less than significant with mitigation.

*Operational Emissions.* Once operational, the Project would generate criteria air pollutant emissions from the mobile, area, energy, and stationary sources described in Section 4.3.4. The Project's operational-related criteria air pollutant emissions were estimated using Project-specific development and operational characteristics, manufacturer's equipment specifications, and SCAQMD-recommended modeling software (i.e., CalEEMod). Phase 1 and Phase 2 operational emissions were modeled for Year 2026 and Year 2027, respectively. It is noted that both Phase 1 and Phase 2 operational emissions are based on stationary source equipment operating 24 hours per day (i.e., maximum daily operations). The Project's maximum daily unmitigated operational emissions for Phase 1 and Phase 2 are summarized in Table 4.3-23 and Table 4.3-24. Refer to Appendix C for detailed operational CalEEMod assumptions and modeling results and detailed stationary source air pollutant emissions estimates.

**Table 4.3-23**
**Unmitigated Project Operation – Phase 1 Regional Emissions Estimates**

| Scenario and Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[A] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Project Phase 1 Emissions | | | | | | |
| Mobile | 10.0 | 183.1 | 185.0 | 1.6 | 66.5 | 19.4 |
| Area | 24.2 | 0.4 | 46.0 | <0.1 | 0.1 | 0.1 |
| Energy | 0.3 | 6.1 | 5.1 | <0.1 | 0.5 | 0.5 |
| Stationary (Tray Shrink Packers) | 0.1 | 1.0 | 0.3 | <0.1 | 0.1 | 0.1 |
| Stationary (Boilers) | 2.1 | 3.4 | 6.7 | 0.4 | 4.5 | 4.5 |
| Stationary (Emergency Generators) | 2.1 | 21.5 | 2.8 | -- | 0.4 | 0.4 |
| *Project Subtotal[B]* | *38.8* | *215.6* | *245.8* | *2.0* | *72.0* | *24.9* |
| Existing Site Emissions[C] | 12.4 | 48.3 | 79.7 | 0.4 | 19.3 | 5.6 |
| **Total Net Change[B]** | 26.4 | 167.3 | 166.1 | 1.6 | 52.7 | 19.3 |
| **SCAQMD CEQA Threshold** | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | No | **Yes** | No | No | No | No |

Source: MIG (see Appendix C1.1, C1.3, and C2, Sheet 01, Table C2-01.1)
(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.
(B) Totals may not equal due to rounding.
(C) See Table 4.3-7.

**Table 4.3-24**
**Unmitigated Project Operation – Phase 2 Regional Emissions Estimates**

| Scenario and Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[A] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| Project Phase 2 Emissions | | | | | | |
| Mobile | 9.6 | 175.7 | 177.1 | 1.6 | 67.2 | 19.6 |
| Area | 24.2 | 0.4 | 46.0 | <0.1 | 0.1 | 0.1 |
| Energy | 0.3 | 6.1 | 5.1 | <0.1 | 0.5 | 0.5 |
| Stationary - Tray Shrink Packers | 0.1 | 1.0 | 0.3 | <0.1 | 0.1 | 0.1 |
| Stationary - Boilers | 4.3 | 6.9 | 13.3 | 0.7 | 8.9 | 8.9 |
| Stationary - Cogeneration | 7.4 | 5.2 | 14.8 | 0.4 | 6.7 | 6.7 |
| Stationary - Emergency Generators | 2.1 | 21.5 | 2.8 | -- | 0.4 | 0.4 |
| *Project Subtotal[B]* | *48.0* | *216.8* | *259.4* | *2.7* | *83.8* | *36.1* |
| Existing Site Emissions[C] | 12.4 | 48.3 | 79.7 | 0.4 | 19.3 | 5.6 |
| **Total Net Change[B]** | 35.6 | 168.5 | 179.7 | 2.3 | 64.5 | 30.5 |
| **SCAQMD CEQA Threshold** | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | No | **Yes** | No | No | No | No |

Source: MIG (see Appendix C1.1, C1.3, and C2, Sheet 01, Table C2-01.2
(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.
(B) Totals may not equal due to rounding.
(C) See Table 4.3-7.

As shown in Table 4.3-23, Phase 1 regional operational emissions would not exceed the SCAQMD's recommended threshold for VOC, CO, $SO_2$, $PM_{10}$, or $PM_{2.5}$, but would exceed the SCAQMD's recommended threshold for $NO_X$ (100 pounds per day). The Project's largest source of $NO_X$ emissions would be mobile sources, which account for approximately 85% of the Project's gross $NO_X$ emissions, with trucks accounting for almost all mobile source $NO_X$ emissions (approximately 97.3%).

Regional operational emissions would increase slightly during Phase 2 due to the increase in stationary equipment operations that would occur, including the operation of a second primary boiler and the cogeneration system; however, mobile source emissions would decrease slightly due to changes in assumed fleet characteristics between year 2026 (Phase 1 operations) and year 2027 (Phase 2 operations). As shown in Table 4.3-24, Phase 2 regional operational emissions, like Phase 1, would not exceed the SCAQMD's recommended threshold for VOC, CO, $SO_2$, $PM_{10}$, or $PM_{2.5}$, but would exceed the SCAQMD's recommended threshold for $NO_X$. Mobile sources would also be Project's largest source of $NO_X$ emissions in Phase 2, accounting for approximately 81% of the Project's gross $NO_X$ emissions, with trucks again accounting for almost all mobile source $NO_X$ emissions (approximately 97.4%).

The Phase 2 emissions estimates in Table 4.3-32 do not take credit for the following Project characteristics that are likely to lower Project $NO_X$ emissions:

- Cogeneration Thermal Recovery: The maximum daily emissions estimates in Table 4.3-33 assume both primary boilers operate at their maximum rated heat input (24.8 MMBtu per hour) for a full 24 hours. This is considered a conservative assumption that is likely to overestimate boiler emissions because the heat input required by a boiler fluctuates over time depending on the heat already applied to and stored by the system. Furthermore, the boiler emissions estimates do not assume any recovery of waste heat from the cogeneration system. As described in Section 4.3.4, each cogeneration engine generator could provide up to approximately 3 MMBtu of recoverable thermal energy per hour, or up to 144 MMBtu per day for both generators, which would reduce maximum daily boiler NOX emission by approximately 12% (from 6.9 pounds per day to 6.1 pounds per day).[xx]

- Indirect $CO_2$ Capture Benefits: As described in Section 4.3.4, the Project's $CO_2$ recovery system would avoid the need to deliver liquified, beverage-grade $CO_2$ to the Project site. The potential amount of HHD truck trips that would be avoided would be between 702 and 852 annual trips (or approximately 2 truck trips per day) depending on the amount of CO2 captured by the system however, since the amount of $CO_2$ that would be captured by the recovery system is not known, and since the system can be bypassed, this EIR conservatively does not apply any trip or emissions reduction credit to the Project for the operation of the $CO_2$ recovery system.

As discussed above, the Project's Phase 1 and Phase 2 operational emissions would exceed the SCAQMD-recommended regional thresholds for the nonattainment $O_3$ precursor pollutant $NO_X$. This is considered a potentially significant impact. Accordingly, the City shall require the applicant to implement Mitigation Measure AIR-2C, Reduce Light Duty Vehicle Trip Emissions, Mitigation Measure AIR-2D, Prepare VMT/TDM Reduction Plan, and Mitigation Measure AIR-2E, Reduce Truck Trip Emissions (Construction VOC Emissions, and Mitigation Measure AIR-2B, Reduce Construction $NO_X$ and PM Exhaust Emissions), as follows:

[xx] Refer to Appendix C2, Sheet 04, Table C2-04.2 for detailed cogeneration system waste heat estimates and Appendix C2, Sheet 03, Table C2-03.5 and Table C2-03.6 for detailed boiler emissions estimates.

- Mitigation Measure AIR-2C would require the Project to comply with the voluntary Tier 1 designated clean air parking requirements and EV charging provisions in the CalGreen Code. The code's Tier 1 provisions increase the number of parking spaces that are designated for clean air vehicles and EV capable EC charging ready. The Tier 1 voluntary provisions also go beyond the minimum EV charging requirements established in City Development Code Section 17.64.120. This measure would support the use of EVs by Project employees and visitors and increase the total amount of VMT driven electric mode by plug-in hybrid vehicles. Based on the additional EV chargers installed in parking areas as a result of this mitigation (27), this measure would reduce gasoline-fueled passenger vehicle VMT by approximately 61,634 miles per year and lower total Project $NO_X$ emissions by less than 0.1 pounds per day (a negligible change in maximum daily $NO_X$ emissions).[xxi, 50]

- Mitigation Measure AIR-2D would require the Project to prepare a VMT/TDM Plan (per Mitigation Measure TRA-1) that achieves a minimum VMT reduction of 4.9% percent for employee-based trips. This mitigation measure would be implemented in concert with the Project's existing TDM requirements, including City Development Code Chapter 17.78 and SCAQMD Rule 2205, to achieve the specific 4.9% VMT reduction. This measure would reduce employee-based VMT by approximately 309,900 miles per year and lower total Project $NO_X$ emissions by approximately 0.2 pounds per day (equal to approximately 0.1% of total daily $NO_X$ emissions).

- Mitigation Measure AIR-2E would require the Project to exceed the minimum electric truck readiness and charging requirements contained in City Development Code Section 17.64.120(I) and the CalGreen Code. This measure would ensure that Project buildings and truck loading and parking areas are constructed with the necessary infrastructure space and/or equipment needed to support the existing and future use of electric trucks at the Project site. This measure would increase the total amount of VMT driven in electric mode by Project trucks. Based on the proportion of required chargers installed at truck docks (10%), this measure is assumed to reduce diesel-fueled truck VMT by 435,067 miles per year (A 3.4% reduction) to 524,640 miles per year (a 4.1% reduction) and lower total Project NOX emissions by 5.8 to 7.2 pounds per day.[xxii]; however, the actual reduction in daily $NO_X$ emissions that could occur with this mitigation measure would be proportional to the number of additional electric trucks accessing the site, which cannot be estimated at this time and is outside the control of the applicant because: 1) the installation of EV infrastructure does not guarantee its use and 2) trucks accessing the Project site would not be under the control of the applicant. Thus, actual

[xxi] The reduction in VMT was estimated using the GHG reduction quantification method from Measure T-14 (Provide Electric Charging Infrastructure) in CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (see page 117 of the Handbook).[61] This calculation assumed 965 vehicles would access the site each day (i.e., half of the 1,930 daily passenger vehicle trips from the TIA, as each vehicle would make at least two trips, driving to and from the site). The calculation also assumed there would be 27 chargers (i.e., 25 chargers required by the City development code subtracted from the 52 total chargers at the project site). The remaining values used CAPCOA's provided default assumptions. According to the calculation, the light-duty EV charging mitigation would be expected to reduce GHG emissions associated with the Project by 0.7%. The reduction in GHG emissions was used to approximate the reduction of gasoline-fueled passenger vehicle VMT by multiplying the percent GHG reduction by annual passenger vehicle VMT.

[xxii] As shown in Table 4.3-13, the proposed Project would generate 1,300 gross truck trips per day and include 57 loading docks. If all truck trips access the docks, each dock could support up to approximately 23 truck trips (in and out) per day. To avoid overestimating potential emissions reductions benefits, it is assumed that half of the required electrified truck docks (3) are used per day, yielding 68 electric truck trips, or approximately 5.2% of total gross truck trips; however, the EMFAC truck fleet assumptions used to estimate Project emissions assume electric trucks would constitute approximately 1.1% of the fleet in 2026 and approximately 1.8% of the fleet in 2027. Thus, the additional reduction in VMT and VMT-related NOX emissions from electrifying truck docks is 4.1% in Phase 1 (5.2% Project reduction - 1.1% included in EMFAC fleet assumption) and 3.4% in Phase 2 (5.2% Project reduction - 1.8%included in EMFAC fleet assumption).

$NO_X$ emissions reductions may be lower or higher than the assumed reductions and would fluctuate on a daily basis and with year-over-year changes in the regional truck fleet.

In addition to the above air-quality-specific mitigation measures, the Project would also implement Mitigation Measure GHG-1, Reduce Appliance Energy Consumption and GHG Emissions, and GHG-2, Reduce Building Energy Consumption and GHG Emissions), which would increase energy efficiency, reduce natural gas consumption from appliances and building energy systems, and lower total daily NOX emissions by less than 0.1 pounds per day (a negligible change in maximum daily $NO_X$ emissions).

The Project's maximum daily mitigated Phase 1 and Phase 2 regional $NO_X$ emissions are summarized in Table 4.3-25.

**Table 4.3-25**
**Mitigated Project Operations – Phase 1 and 2 Regional $NO_X$ Emissions**

| Scenario | Total Mitigated Operational $NO_X$ Emissions (Pounds Per Day) | |
|---|---|---|
| | **Phase 1** | **Phase 2** |
| Project Maximum Operational $NO_X$ Emissions (Unmitigated) | 189.2 | 181.8 |
| *Mitigation Measure AIR-2C, AIR-2D, and AIR-2E Emissions Reductions* | *6.0* | *6.0* |
| *Mitigation Measure GHG-1 and GHG-2 Emissions Reductions* | <0.1 | <0.1 |
| *Subtotal, Mitigation* | *6.0* | *6.0* |
| Project Maximum Operational NOx Emissions (Mitigated) | 183.2 | 175.8 |
| Existing Site Emissions | 48.3 | 48.3 |
| Total Net Change[(A)] | 134.9 | 127.6 |
| **SCAQMD Threshold** | 55 | 55 |
| **SCAQMD Threshold Exceeded?** | **Yes** | **Yes** |

Source: MIG (see Appendix C1 and C2)
(A) Totals may not equal due to rounding.

As shown in Tables 4.3-25, the proposed Project's total maximum daily emissions of $NO_X$, a nonattainment $O_3$ precursor pollutant, would exceed the SCAQMD's recommended regional threshold even with the incorporation of mitigation measures. This impact would be significant and unavoidable.

*Combined Phase 1 Operation and Phase 2B Construction Emissions.* The proposed Project would be phased, with the DC, PC, and AS/RS facility (constructed as Phase 1) operating at the same time that Phase 2B would be constructed. In addition, based on the modeled scenario, the co-gen system (constructed as part of Phase 2) could be operational while redevelopment activities associated with the 7th Street Warehouse (constructed as Phase 2B) are completed. As such, the proposed Project would emit Phase 1 operational emissions at the same time as Phase 2B construction emissions during the first year Phase 2B construction, and part of Phase 2 operational emissions (i.e., associated with the co-gen system) while the 7th Street Warehouse redevelopment portion of Phase 2B is being completed. Table 4.3-26 below compares the combined Phase 1 operational emissions and Phase 2B construction emissions

(in 2026) and combined Phase 2 operational emissions (i.e., with co-gen system) emissions with Phase 2B 7th Street warehouse construction emissions (in 2027) against SCAQMD regional operational criteria air pollutant CEQA thresholds.[xxiii]

**Table 4.3-26**
**Unmitigated Combined Phase 1 Operational and Phase 2B Construction Regional Emissions Estimates**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)(A) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Phase 1 Operational Emissions (2026)** | | | | | | |
| Winter 2026 | 26.5 | 189.2 | 173.1 | 1.6 | 67.7 | 20.1 |
| Summer 2026 | 34.5 | 181.6 | 236.1 | 1.6 | 67.8 | 20.1 |
| **Phase 2 Operational Emissions (2027)** | | | | | | |
| Winter 2027 | 26.1 | 181.8 | 166.1 | 1.6 | 67.7 | 20.0 |
| **Phase 2B Construction Emissions** | | | | | | |
| Winter 2026 | 5.0 | 42.0 | 52.8 | 0.1 | 24.2 | 12.3 |
| Summer 2026 | 3.6 | 25.2 | 51.9 | 0.1 | 6.2 | 2.1 |
| Winter 2027 | 93.0 | 12.1 | 22.4 | <0.1 | 3.1 | 1.0 |
| **Combined Operational and Phase 2B Construction Emissions** | | | | | | |
| Winter 2026 | 31.5 | 231.2 | 225.9 | 1.7 | 91.9 | 32.4 |
| Summer 2026 | 38.1 | 206.8 | 288.0 | 1.7 | 74.0 | 22.2 |
| Winter 2027 | 119.1 | 193.9 | 188.5 | 1.6 | 70.8 | 21.0 |
| **Existing Site Emissions (2024)** | | | | | | |
| Summer | 12.4 | 46.3 | 79.7 | 0.4 | 19.3 | 5.6 |
| Winter | 10.3 | 48.3 | 59.6 | 0.4 | 19.3 | 5.6 |
| **Total Net Change** | | | | | | |
| Winter 2026 | 21.2 | 182.9 | 166.3 | 1.3 | 72.6 | 26.8 |
| Summer 2026 | 25.7 | 160.5 | 208.3 | 1.3 | 54.7 | 16.6 |
| Winter 2027 | 108.9 | 145.6 | 128.9 | 1.2 | 51.4 | 15.4 |
| **SCAQMD CEQA Threshold** | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | **Yes** | **Yes** | No | No | No | No |

Source: Appendix C and SCAQMD[41]
(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.
(B) Totals may not equal due to rounding.

As shown in Table 4.3-26, the proposed Project's combined unmitigated operational and construction would exceed the SCAQMD's regional operational criteria air pollutant thresholds for VOCs and NOx. The VOC exceedance in Winter 2027 is driven from the construction architectural coating phase, while the NOx exceedances in Summer 2026 and Winter 2026/2027 are primarily driven by the Project's operational mobile and stationary sources. These exceedances represent a potentially significant impact.

[xxiii] The project's combined emissions are compared against the SCAQMD's operational criteria air pollutant CEQA thresholds because those thresholds are more stringent (i.e., lower) than the construction criteria air pollutant thresholds.

As discussed under the "Regional Construction Emissions" and "Regional Operational Emissions" discussions above, the proposed Project would implement Mitigation Measures AIR-2A and AIR-2B to reduce construction emissions, and Mitigation Measures AIR-2C through AIR-2G to reduce operational emissions. Table 4.3-27 below summarizes the proposed Project's combined operational and construction emissions after accounting for these mitigation measures.

**Table 4.3-27**
**Mitigated Combined Phase 1 Operational and Phase 2B Construction Regional Emissions Estimates**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_x$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Phase 1 Operational Emissions (2026)** | | | | | | |
| Winter | 26.2 | 189.0 | 170.5 | 1.6 | 67.0 | 19.9 |
| Summer | 34.2 | 181.4 | 232.9 | 1.6 | 67.1 | 19.9 |
| **Phase 2 Operational Emissions (2027)** | | | | | | |
| Winter 2027 | 25.9 | 181.6 | 163.6 | 1.6 | 67.0 | 19.9 |
| **Phase 2B Construction Emissions** | | | | | | |
| Winter 2026 | 2.3 | 16.7 | 54.3 | 0.1 | 22.8 | 11.0 |
| Summer 2026 | 2.4 | 11.8 | 55.9 | 0.1 | 5.7 | 1.6 |
| Winter 2027 | 20.3 | 5.8 | 24.4 | <0.1 | <0.1 | <0.1 |
| **Combined Operational and Phase 2B Construction Emissions** | | | | | | |
| Winter 2026 | 28.5 | 205.7 | 224.8 | 1.7 | 89.8 | 30.9 |
| Summer 2026 | 36.6 | 193.2 | 288.8 | 1.7 | 72.8 | 21.5 |
| Winter 2027 | 46.2 | 187.4 | 188.0 | 1.6 | 67.0 | 19.9 |
| **Existing Site Emissions (2024)** | | | | | | |
| Summer | 12.4 | 46.3 | 79.7 | 0.4 | 19.3 | 5.6 |
| Winter | 10.3 | 48.3 | 59.6 | 0.4 | 19.3 | 5.6 |
| **Total Net Change** | | | | | | |
| Winter 2026 | 18.3 | 157.4 | 165.2 | 1.3 | 70.5 | 25.3 |
| Summer 2026 | 24.3 | 146.9 | 209.1 | 1.3 | 53.4 | 15.9 |
| Winter 2027 | 35.9 | 139.2 | 128.4 | 1.2 | 47.7 | 14.3 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| **Threshold Exceeded?** | No | **Yes** | No | No | No | No |

Source: Appendix C and SCAQMD[41]
(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.
(B) Totals may not equal due to rounding.

As shown in Table 4.3-27, the implementation of Mitigation Measures AIR-2A through AIR-2E would reduce construction and operational emissions. Mitigated project emissions would not exceed the operational SCAQMD regional VOC threshold for Winter 2027; however, combined emissions would exceed the operational SCAQMD regional NOx threshold for Winter and Summer 2026 and Winter 2027. Due to the NOx exceedance (primarily driven by mobile sources),the Project could result in a cumulatively considerable net increase in pollutants for

which the project region is designed nonattainment. This impact would be significant and unavoidable.

*Level of Significance Before Mitigation*

*Regional Construction Emissions.* Potentially Significant for VOC (Phase 1 and 2) and NOx emissions (Phase 1 only).

*Regional Operational Emissions.* Potentially Significant for NOx emissions (Phase 1 and Phase 2).

*Combined Phase 1 Regional Operational and Phase 2B Regional Construction Emissions.* Potentially Significant for VOC and NOx emissions.

*Mitigation Measures*

*Construction*

**Mitigation Measure AIR-2A: Reduce Construction VOC Emissions.** To reduce construction-related emissions of volatile organic compounds (VOCs), the City shall require the applicant to implement the following measures during all Phase 1 and Phase 2 construction activities:

1) Use architectural coatings that meet the South Coast Air Quality Management District's (SCAQMD) "Super Compliant" VOC standard of 10 grams/liter or less for all interior and exterior primer, sealer, paint, and other coating applications for which a super compliant product is commercially available.
    a) If feasible given contract, logistical, and other construction factors, avoid painting during peak smog season (July, August, and September) if super compliant coatings are not commercially available.
2) Keep all coating containers closed when not in use to prevent VOC emissions.
3) Keep all paint and solvent laden rags and other materials in sealed containers to prevent VOC emissions.
4) Clean up water-based paints with water only and when possible do not rinse clean-up water down the drain, onto the ground, or into a storm drain.
5) Use SCAQMD compliant Clean Air Solvents to clean paint application equipment.
6) Recycle leftover paint.

**Mitigation Measure AIR-2B: Reduce Construction NOx and PM Exhaust Emissions.** To reduce construction-related exhaust emissions of oxides of nitrogen (NOx) and particulate matter (PM), including diesel particulate matter (DPM), the City shall require the applicant to implement the following measures during all Phase 1 and Phase 2 construction activities:

1) Connect to existing electrical service to power construction trailers and stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility. If it is not feasible to connect to electrical service and/or extend electrical service to all work sites, biodiesel (no more than B20 blend), renewable diesel, or propane shall be used to power stationary and portable equipment provided the use of such fuels is allowed pursuant to manufacturer's specifications. The use of stationary or portable diesel-fueled equipment shall be prohibited in the project area unless electrical service is denied, alternative fuels are not permitted by the manufacture for the specific equipment in use, and there are no

alternative equipment types capable of being powered by alternative fuels that can be used instead of the standard diesel-fueled equipment.

2) All construction equipment with a rated power-output of 50 horsepower (hp) or greater shall be certified to meet U.S. Environmental Protection Agency (EPA) Tier 4 Final nonroad diesel engine emissions standards for $NO_X$ and $PM_{10}$, or be retrofitted with California Air Resources Board (CARB)-verified diesel emissions control strategies capable of reducing exhaust $NO_X$ and $PM_{10}$ emissions to levels that meet Tier 4 Final emissions standards, unless the applicant submits evidence to the City that specific equipment meeting this requirement is not available on loan, rent, or other terms of use within 200 miles of the city. In this instance, the next highest available emissions tier (e.g., Tier 4 Interim, Tier 3) for the specific equipment in question shall be required.

3) Limit idling of diesel-powered construction equipment, vendor delivery trucks, and hauling trucks to no more than two minutes unless manufacturer's specifications specifically require main engine idling is necessary to maintain equipment in good working order.

*Operation*

**Mitigation Measure AIR-2C: Reduce Light-duty Vehicle Trip Emissions.** To reduce light duty vehicle trip emissions (i.e., passenger cars and pick-up trucks with a gross vehicle weight rating of 8,500 pounds or less), the City shall require the applicant to comply with the voluntary Tier 1 designated parking for clean air vehicles and electric vehicle (EV) charging provisions contained in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2025, the 2022 CalGreen Code includes the following voluntary clean air vehicle parking and EV charging provisions for non-residential projects:

1) Designated Parking for Clean Air Vehicles Tier 1 Provisions (CalGreen Code Section A5.106.5.1): The number of combined designated parking spaces for a zero-emitting, fuel-efficient, and car/vanpool vehicles shall be 35% of the total number of parking spaces provided by the project. Based on the project's current proposed 521 parking spaces, the total number of clean air vehicle designated parking spaces for the project equals 182 spaces.

2) EV Charging Tier 1 Provisions (CalGreen Code Section A5.106.5.3): The number of EV capable spaces, and EV capable spaces with electric vehicle supply equipment (EVSE), which creates an electric vehicle charging station (EVCS) shall be determined based on the total number of actual parking spaces as set forth in CalGreen Code Table A5.106.5.3.1. Based on the project's current proposed number of 521 parking spaces:

    a) The number of EV capable spaces shall be 30% of the total parking spaces provided. Based on the project's current proposed 521 parking spaces, the total number of EV capable spaces for the project equals 157 spaces.

    b) The number of EV capable spaces provided with EVSE shall be 33% of the number of EV capable spaces provided by the project. Based on the project's estimated total number of EV capable spaces for the project (157, see subsection a) above), the number of EV capable spaces with EVSE for the project equals 52 spaces (assuming all EVSE are level 2 charging equipment). The spaces with EVSE count towards the total number EV capable spaces required by subsection a) above. The EVSE may be any combination of level 2

and direct current fast charging equipment as permitted by CalGreen Code Section 5.106.5.3.2 (EVCS), and the EVCS may be managed by an automatic load management system (ALMS) in accordance with CalGreen Code Section 5.106.5.3.3 (ALMS).

**Mitigation Measure AIR-2D: Prepare VMT/TDM Reduction Plan (SAME AS TRA-1).** The project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that achieve a minimum VMT reduction of 4.9 percent. The VMT reduction associated with the TDM measures to be implemented shall be quantified in accordance with the California Air Pollution Control Officers Association *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per General Plan Condition of Approval (COA) 5.17-3, the project shall provide but is not limited to the following as determined applicable by City staff:

1) Provide car-sharing, bike sharing, and ride-sharing programs;
2) Improve or increase access to transit;
3) Incorporate neighborhood electric vehicle networks into the project;
4) Include project measures to reduce transportation requirements such as work from home and flexible work schedules;
5) Link to existing pedestrian or bicycle networks, or transit service; and/or
6) Provide traffic calming where applicable.

**Mitigation Measure AIR-2E: Reduce Truck Trip Emissions.** To reduce truck trip emissions (i.e., light-heavy, medium-heavy, and heavy-heavy duty trucks with a gross vehicle weight of 8,501 pounds or greater) and promote the use of near-zero emission (NZE) and zero emission vehicles (ZEV), the City shall require the applicant to:

1) Exceed the mandatory electric vehicle (EV) charging readiness requirements for planned off-street loading spaces specified in the version of the California Green Building Code (CalGreen Code) that is in effect at the time of building permit approval, unless the City has adopted local requirements that are more stringent than the CalGreen Code. As of January 1, 2025, the 2022 CalGreen Code, Section 5.106.5.4 (EV charging: medium-duty and heavy-duty), specifies minimum power requirements for dedicated branch circuits, reserved locations for medium and heavy-duty ZEV charging cabinets and conduit routing, and sufficiently sized raceways and busways between electrical service panels and ZEV charging areas. Therefore, the City shall require the applicant to:
    a) Design and include sufficient space for the transformer, main service equipment, and cabinets/subpanels necessary to accommodate a sufficient number of branch circuits to provide future installation of electric vehicle service equipment (EVSE)at all truck docks and main truck parking areas.
    b) Design and incorporate a sufficient number of raceways/busways to provide future EVSE installation at all truck docks and main truck parking areas.
    c) Dedicate/preserve convenient locations near all truck docks and main truck parking areas for the future installation of EVSE and reserve pathways for conduits needed to connect the EVSE to other electrical service equipment (e.g., raceway, cabinet, etc.)

d) Install EVSE at 10% of the total truck docks included in the final Project design. Based on the project's estimated total number of truck docks (57, see subsection a) above), the number of docks with EVSE for the project equals 6 docks.

2) Transport Refrigeration Unit (TRU) Restrictions: The applicant shall prohibit the use of diesel fueled TRUs on-site. All TRUs operated at the site shall be powered by electricity

3) Idling Signage: Signs shall be posted at all truck access gates and loading dock areas reminding drivers of idling limitations. The signs shall be clearly visible, readable at a distance of 10 feet, and notify truck drivers that:

   a) The vehicle's primary diesel engine shall be turned off when not in use.

   b) The vehicle's primary diesel engine shall not idle for more than 5 consecutive minutes at any location pursuant to Title 13 of the California Code of Regulations, Section 2485.

*Level of Significance After Mitigation*

*Regional Construction Emissions.* Less than Significant

*Regional Operational Emissions.* Significant and Unavoidable for NOx emissions

*Combined Regional Operational Emissions and Phase 2 Construction Emissions.* Significant and Unavoidable for NOx emissions

**Expose Sensitive Receptors to Substantial Pollutant Concentrations**

***Impact AIR-3 – Would the project expose sensitive receptors to substantial pollutant concentrations?***

The proposed Project's construction and operational activities could cause or contribute to localized air quality effects, including violations of air quality standards and/or the exposure of sensitive receptors to concentrations of criteria air pollutants and toxic air contaminants (TACs) associated with adverse health effects. As described in more detail below, this impact would be less than significant.

*Analysis of Impacts*

The analysis of the Project's potential to expose sensitive receptors to substantial pollutant concentrations is organized as follows:

- Localized Significance Threshold (LST) Analysis: As described in Section 4.3.3, this EIR compares the Project's construction and operational emissions against the SCAQMD's LST mass rate screening values for a five-acre project located in SRA 33.[xxiv] LST impacts for $PM_{10}$ and $PM_{2.5}$ are assessed for sensitive receptors that could remain in a fixed location for up to 24 hours, since the most stringent PM standards are based on 24-hour averaging times (see Table 4.3-2 for a list of air quality standards and averaging periods). The nearest off-site receptors that could remain in place for up to 24 hours would be the residences at the southeast corner of 6th Street and Cleveland Avenue, approximately 1,430 feet (435 meters) southeast of the Project site. In contrast, the most stringent standards for NOx and CO are based on shorter averaging times, therefore, LST impacts for NOx and CO are assessed for sensitive receptor locations where

[xxiv] The quantitative LST thresholds generally increase as a project site gets larger. Therefore, using a smaller project site size for identifying the LST threshold results in a lower LST value for each of the pollutants being evaluated.

individuals may be located for as little as 1 hour. The nearest off-site receptor that could remain in place for at least 1 hour is the daycare facility approximately 370 feet (130 meters) east of the Project site.

- CO Hot Spots. The proposed Project's ability to result in a localized CO Hot Spot was evaluated based on the methodology described in Section 4.3.4.
- Construction and Operational Health Risk Assessment: As described in Section 4.3.4, this analysis evaluates the proposed Project's potential construction and operational TAC emissions at existing off-site sensitive receptor locations.
- Regional Criteria Air Pollutant Health Risks. This analysis evaluates the potential for the Project's regional criteria air pollutant emissions to result in substantial pollutant concentrations that may have an adverse effect on sensitive receptors.

*LST Analysis – Construction Emissions:* The proposed Project's maximum daily unmitigated Phase 1 and Phase 2B construction emissions at the closest offsite receptor locations are summarized in Table 4.3-28 and Table 4.3-29, respectively.

**Table 4.3-28**
**Unmitigated Project Construction – Phase 1 LST Emissions Estimates**

| Year / Season | Maximum Daily LST Emissions (Pounds Per Day)(A) | | | |
|---|---|---|---|---|
| | NOx | CO | $PM_{10}$(B) | $PM_{2.5}$(B) |
| Summer 2024 | 116.1 | 206.0 | 29.0 | 10.1 |
| Winter 2024 | 103.5 | 129.5 | 21.9 | 6.6 |
| Summer 2025 | 115.1 | 239.8 | 36.4 | 12.9 |
| Winter 2025 | 100.4 | 171.0 | 29.2 | 10.9 |
| **SCAQMD CEQA Threshold(C)** | 270 | 2,193 | 283 | 141 |
| **Threshold Exceeded?** | No | No | No | No |

Source: See Appendix C1.2 and SCAQMD**Error! Bookmark not defined.**

(A) Maximum daily emissions include both on- and off-site emissions, which overestimates potential LST impacts.
(B) $PM_{10}$ and $PM_{2.5}$ values are total emissions. Refer to Appendix C1.2 for component exhaust and dust emissions levels.
(C) LST thresholds are based on a 5-acre project and 25-meter receptor distance for NOx and CO and a 400-meter receptor distance for $PM_{10}$ and $PM_{2.5}$. The 25-meter LST distance is shorter than the distance between the Project site boundary and the affected receptor and thus provides a conservative assessment of potential impacts because LST thresholds are lower the closer a project site is to a receptor).

**Table 4.3-29**
**Unmitigated Project Construction – Phase 2B LST Emissions Estimates**

| Year / Season | Maximum Daily LST Emissions (Pounds Per Day)(A) | | | |
|---|---|---|---|---|
| | NOx | CO | $PM_{10}$(B) | $PM_{2.5}$(B) |
| Winter 2026 | 42.0 | 52.8 | 24.2 | 12.3 |
| Summer 2026 | 25.2 | 51.9 | 6.2 | 2.1 |
| Winter 2027 | 12.1 | 22.4 | 3.1 | 1.0 |
| **SCAQMD CEQA Threshold(C)** | 270 | 2,193 | 283 | 141 |
| **Threshold Exceeded?** | No | No | No | No |

Source: See Appendix C1.2 and SCAQMD**Error! Bookmark not defined.**

(A) Maximum daily emissions include both on- and off-site emissions, which overestimates potential LST impacts.

(B) $PM_{10}$ and $PM_{2.5}$ values are total emissions. Refer to Appendix C1.2 for component exhaust and dust emissions levels.

(C) LST thresholds are based on a 5-acre project and 25-meter receptor distance for NOx and CO and a 400-meter receptor distance for $PM_{10}$ and $PM_{2.5}$. The 25-meter LST distance is shorter than the distance between the Project site boundary and the affected receptor and thus provides a conservative assessment of potential impacts because LST thresholds are lower the closer a project site is to a receptor).

As shown in Table 4.3-28 and Table 4.3-29

**Unmitigated Project Construction – Phase 2B LST Emissions Estimates**, the proposed Project's construction emissions would not exceed applicable SCAQMD construction LSTs. This impact would be less than significant. It is noted that the implementation of Mitigation Measure AIR-2B would serve to further reduce the less than significant magnitude of this impact.

*LST Analysis – Operational Emissions:* The proposed Project's maximum daily unmitigated Phase 1 and Phase 2 LST operational emissions at the closest off-site receptor locations are summarized in Table 4.3-30 and 4.3-31, respectively

**Table 4.3-30**
**Unmitigated Project Operation – Phase 1 LST Emissions Estimates**

| Source | Maximum Daily LST Emissions (Pounds Per Day)(A) | | | |
|---|---|---|---|---|
| | NOx | CO | $PM_{10}$ | $PM_{2.5}$ |
| Mobile(B) | 3.7 | 3.7 | 1.3 | 0.4 |
| Area | 0.4 | 46.0 | 0.1 | 0.1 |
| Energy | 6.1 | 5.1 | 0.5 | 0.5 |
| Stationary(C) | 26.0 | 9.8 | 4.9 | 4.9 |
| Total On-Site Emissions(D) | 36.1 | 64.6 | 6.8 | 5.8 |
| **SCAQMD CEQA Threshold(E)** | 270 | 2,193 | 68 | 38 |
| **Threshold Exceeded?** | No | No | No | No |

Source: See Appendix C and SCAQMD**Error! Bookmark not defined.**

(A) Maximum daily emissions are for on-site sources only. See Table 4.3-23.

(B) Mobile source emissions are assumed to be 2% of the total regional mobile source emissions presented in Table 4.3-23..

(C) Phase 1 stationary sources include tray shrink packers, boilers, and emergency generators.

(D) Totals may not equal due to rounding.

(E) LST thresholds are based on a 5-acre project and 25-meter receptor distance for NOx and CO and a 400-meter receptor distance for $PM_{10}$ and $PM_{2.5}$. The 25-meter LST distance is shorter than the distance between the Project site boundary and the affected receptor and thus provides a conservative assessment of potential impacts because LST thresholds are lower the closer a project site is to a receptor).

**Table 4.3-31**
**Unmitigated Project Operation – Phase 2 LST Emissions Estimates**

| Source | Maximum Daily LST Emissions (Pounds Per Day)(A) | | | |
|---|---|---|---|---|
| | NOx | CO | $PM_{10}$ | $PM_{2.5}$ |
| Mobile(B) | 3.5 | 3.5 | 1.3 | 0.4 |
| Area | 0.4 | 46.0 | 0.1 | 0.1 |
| Energy | 6.1 | 5.1 | 0.5 | 0.5 |
| Stationary(C) | *31.2* | *24.5* | *11.6* | *11.6* |

| | | | | |
|---|---|---|---|---|
| Total On-Site Emissions[(D)] | 41.2 | 79.2 | 13.5 | 12.5 |
| **SCAQMD CEQA Threshold[(E)]** | 270 | 2,193 | 68 | 38 |
| **Threshold Exceeded?** | No | No | No | No |

Source: See Appendix C and SCAQMD**Error! Bookmark not defined.**

(A) Maximum daily emissions are for on-site sources only. See Table 4.3-23.

(B) Mobile source emissions are assumed to be 2% of the total regional mobile source emissions presented in Table 4.3-23..

(C) Phase 1 stationary sources include tray shrink packers, boilers, and emergency generators.

(D) Totals may not equal due to rounding.

(E) LST thresholds are based on a 5-acre project and 25-meter receptor distance for NOx and CO and a 400-meter receptor distance for $PM_{10}$ and $PM_{2.5}$. The 25-meter LST distance is shorter than the distance between the Project site boundary and the affected receptor and thus provides a conservative assessment of potential impacts because LST thresholds are lower the closer a project site is to a receptor).

As shown in Table 4.3-30 and 4.3-31, the proposed Project's operational emissions would not exceed applicable SCAQMD operational LSTs so this impact would be less than significant. It is noted that the implementation of Mitigation Measures AIR-2C to AIR-2E and Mitigation Measures GHG-1 and GHG-2 would serve to further reduce the less than significant magnitude of this impact.

*CO Hot Spots.* As described in Section 4.3.4, the TIA prepared for the Project estimates the Project would result in a net increase of 1,112 daily passenger vehicle trips, 1,003 daily truck trips, and 2,115 total daily vehicle trips from the site (equal to 4,399 passenger car equivalents). The Project would, at worst case, add 87 net passenger vehicle trips and 54 net truck trips to the local roadway system during the AM peak hour and 35 net passenger vehicle trips and 35 net truck trips to the roadway system during the PM peak hour. The maximum number of vehicles moving through any intersection under initial operations in year 2026 would be 4,394 vehicles at the intersection of Haven Avenue and 7$^{th}$ Street during the PM peak hour. This level of traffic is less than the traffic volumes (approximately 8,000 vehicles per peak hour) modeled in the SCAQMD's 2003 AQMP and determined to result in CO concentrations that are substantially below ambient air quality standards. The proposed Project, therefore, would not contribute to off-site traffic volumes that could cause or significantly contribute to CO concentrations that exceed State or Federal ambient air quality standards for CO. This impact would be less than significant

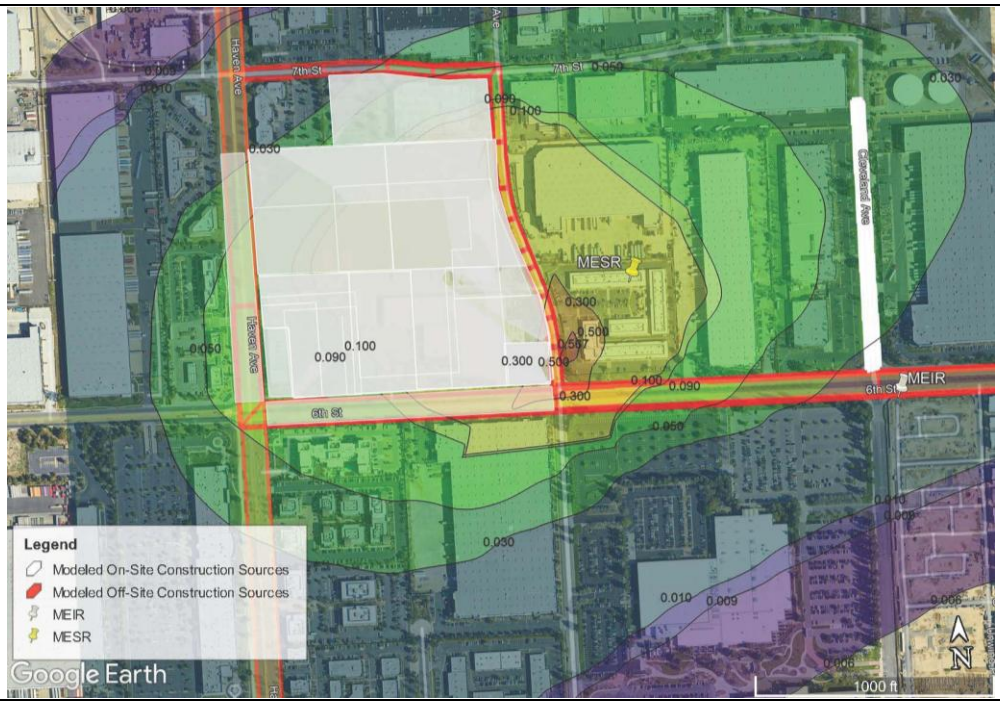
*Construction and Operational Health Risk Assessment.* As described in Section 4.3.4, existing sensitive receptors in the vicinity of the Project site could be exposed to DPM and other TAC emissions that could lead to pollutant concentrations associated with adverse health risks. Accordingly, a construction and operational HRA was conducted to evaluate the proposed Project's TAC emissions concentrations The HRA evaluates the proposed Project's construction DPM emissions, operational mobile source DPM emissions, and operational stationary source TAC emissions (from the proposed boilers, CHP generators, and emergency back-up generators) at receptor locations based on the TAC emissions and dispersion modeling described in Section 4.3.4. The HRA assumes receptors are exposed to the following emissions scenarios:

- 2024 – Phase 1 Construction
- 2025 – Phase 1 Construction
- 2026 – Phase 1 Operations and Phase 2B Construction
- 2027 – Phase 1 Operations, Phase 2 Cogeneration Operation, and Phase 2B Construction

- 2028 - 2053 – Phase 2 Operations

It should be noted that construction activities are shown beginning in 2024, however, this would tend to overestimate actual emissions starting later than 2024 since air pollutant regulations tend to reduce future emissions over time as they become more stringent. The dispersion characteristics and predicted locations of the maximum exposed individual receptor (MEIR) and the maximum exposed student receptor (MESR) during unmitigated Project construction and operational activities are shown in Exhibit 4.3-5. Construction DPM emissions would be the primary driver of health risks when combining construction and operational related emissions. Therefore, for the purposes of this analysis, health risks are presented for the project's overall MEIR and MEIW locations (i.e., the combined risks from construction and operational activities).[xxv] A summary of the estimated unmitigated health risk at the MEIR and MESR locations is provided below. As explained in Section 4.3.4, the excess cancer risk estimate at the MEIR assumes the receptor is an infant (including 3rd trimester) for the first 2 years of exposure and then develops to a child and finally to an adult over the next 28 years of exposure; the excess cancer risk estimate at the MESR assumes the receptor is two years old at the beginning of construction and stays at the site for 5 years. Refer to Appendix C3.1 and C3.2 for detailed AERMOD input assumptions, modeling results, and health risk assessment calculations for individual activities, years, and age groupings.

**Exhibit 4.3-5**
**Unmitigated Dispersion Characteristics and MEIR and MESR Locations**




[xxv] For example, the results of the operational HRA by itself have a different MEIR and MESR, but the cancer burden posed by operational activities is much less than that posed by construction activities.




Source: MIG 2025 (see Appendix C3.1 and C3.2). Note: The top panel shows construction dispersion contours for Phase 1, Year 1 activities. The bottom panel shows operational dispersion contours. The MEIR shown is the overall maximum exposed receptor for construction and operation. Concentrations are in µg/m$^3$.

Unmitigated Excess Cancer Risk Summary at MEIR

The modeled annual average DPM concentrations at the MEIR, in micrograms per cubic meter (µg/m$^3$) and the resulting excess cancer risk estimate at the MEIR, are summarized in Table 4.3-32. Refer to Appendix C3 for detailed modeling results and HRA calculations.

**Table 4.3-32**
**Total Unmitigated Excess Cancer Risk at Maximum Exposed Individual Receptor**

| Year | Activity / Scenario | Annual Average DPM Concentration (µg/m$^3$) | Excess Cancer Risk (Per Million Population)[A] |
|---|---|---|---|
| 2024 | Phase 1 Construction | 0.01954 | 3.5 |
| 2025 | Phase 1 Construction | 0.01727 | 2.8 |
| 2026 | Phase 2B Construction | 0.00363 | 0.1 |
| 2026 | Phase 1 Operations (Mobile) | 0.00140 | <0.1 |
| 2026 | Phase 1 Operations (Stationary | --[B] | <0.1 |
| 2027 | Phase 2B Construction | 0.00086 | 0.1 |
| 2027 | Phase 2 Operations (Mobile) | 0.00140 | <0.1 |
| 2027 | Phase 2 Operations (Stationary) | --[B] | <0.1 |
| 2028 to 2053 | Phase 2 Operations (Mobile) | 0.00140 | 0.9 |
| 2028 to 2053 | Phase 2 Operations (Stationary) | -- | 0.6 |

| | |
|---|---|
| **Total Excess Cancer Risk** | 8.1 |
| **SCAQMD Carcinogenic Threshold** | 10.0 |
| **Threshold Exceeded?** | No |

Source: MIG (see Appendix C3.1 and C3.2) and SCAQMD

(A) Excess cancer risk estimate assumes the receptor is in the infant stage at the beginning of exposure and proceeds to child and adult stages over the 30-year exposure duration.

(B) Natural gas-fired stationary sources would not emit DPM. Carcinogenic risks from these sources are based on multiple gaseous pollutant concentrations. Refer to appendix C3.2 for detailed, pollutant specific concentrations and cancer risk estimates.

As shown in Table 43-32, the Project's total incremental increase in excess carcinogenic risk at the MEIR location would be approximately 8.1 excess cancers per million population, which is below the SCAQMD threshold of 10 excess cancers per million population. Therefore, this impact would be less than significant. It is noted that Mitigation Measures AIR-2B and AIR-2E would further reduce the less than significant magnitude of this impact through the use U.S EPA / CARB Tier IV construction equipment and truck dock electrification infrastructure, respectively.

Unmitigated Excess Cancer Risk Summary – MESR

The modeled annual average DPM concentrations and the resulting excess cancer risk estimate at the MESR are summarized in Table 4.3-33. Refer to Appendix C3 for detailed modeling results and HRA calculations.

**.Table 4.3-33**
**Total Unmitigated Excess Cancer Risk at Maximum Exposed Student Receptor**

| Year | Activity / Scenario | Annual Average DPM Concentration (µg/m$^3$) | Excess Cancer Risk (Per Million Population)[(A)] |
|---|---|---|---|
| 2024 | Phase 1 Construction | 0.17359 | 1.9 |
| 2025 | Phase 1 Construction | 0.12631 | 1.4 |
| 2026 | Phase 2B Construction | 0.02336 | 0.3 |
| 2026 | Phase 1 Operations (Mobile) | 0.00105 | <0.1 |
| 2026 | Phase 1 Operations (Stationary | --[(B)] | <0.1 |
| 2027 | Phase 2B Construction | 0.00276 | <0.1 |
| 2027 | Phase 2 Operations (Mobile) | 0.00105 | <0.1 |
| 2027 | Phase 2 Operations (Stationary) | --[(B)] | 0.2 |
| 2028 | Phase 2 Operations (Mobile) | 0.00105 | <0.1 |
| 2028 | Phase 2 Operations (Stationary) | -- | 0.2 |
| | **Total Excess Cancer Risk** | | 4.0 |
| | **SCAQMD Carcinogenic Threshold** | | 10.0 |
| | **Threshold Exceeded?** | | No |

Source: MIG (see Appendix C3.1 and C3.2) and SCAQMD

(A) Excess cancer risk estimate assumes the receptor is two years old at the beginning of construction and stays at the site for 5 years until they go to kindergarten at a different location.

(B) Natural gas-fired stationary sources would not emit DPM. Carcinogenic risks from these sources are based on multiple gaseous pollutant concentrations. Refer to appendix C3.2 for detailed, pollutant specific concentrations and cancer risk estimates.

As shown in Table 43-33, the total incremental increase in excess carcinogenic risk at the MESR location would be approximately 4.0 excess cancers per million population, which is below the SCAQMD threshold of 10 excess cancers per million population. Therefore, this impact would be less than significant.

Non-Carcinogenic Health Risks Summary

**Error! Reference source not found.** below summarizes annual chronic, 8-hour chronic, and acute non-cancer risks at the MEIR and MESR. Refer to Appendix C3 for detailed modeling results, pollutant concentrations, and calculations of non-cancer risk by source and pollutant.

**Table 4.3-12: Unmitigated Excess Non-Cancer Risk at MEIR, MEIW, and MESR**

| Source | Chronic (Annual) | | Chronic (8-Hour) | | Acute | |
|---|---|---|---|---|---|---|
| | MEIR | MESR | MEIR | MESR | MEIR | MESR |
| CHP Generator 1 | 5.6E-03 | 1.7E-02 | 3.6E-03 | 1.1E-02 | 8.2E-03 | 2.3E-02 |
| CHP Generator 2 | 5.6E-03 | 1.7E-02 | 3.6E-03 | 1.1E-02 | 8.2E-03 | 2.3E-02 |
| Boiler 1 | 8.6E-04 | 1.8E-03 | 4.6E-05 | 9.4E-05 | 4.2E-04 | 7.3E-04 |
| Boiler 2 | 8.6E-04 | 1.8E-03 | 4.6E-05 | 9.4E-05 | 4.2E-04 | 7.3E-04 |
| DPM Emissions | 3.9E-03 | 3.5E-02 | N/A | N/A | N/A | N/A |
| ***Total*** | 0.02 | 0.07 | 0.01 | 0.02 | 0.02 | 0.05 |
| **SCAQMD Threshold** | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| **Threshold Exceeded?** | No | No | No | No | No | No |

Source: See Appendix C

As shown in **Error! Reference source not found.,** the proposed Project's TAC emissions would not result in noncancer risks at the MEIR or MESR locations that exceed the SCAQMD threshold of 1.0. This impact would be less than significant.

Regional Criteria Air Pollutant Health Risks

As described in Section 4.3.1, the six common air pollutants – $O_3$, $PM_{10}$, $PM_{2.5}$, CO, $NO_2$, and $SO_2$ – are referred to as criteria air pollutants because they are regulated, in part, on the basis of human health criteria. Thus, exposure to elevated concentrations of criteria air pollutants can cause adverse health effects on heart, lung, and other organ systems. As described under Impact AIR-2, the proposed Project would generate cumulatively considerable operational (and combined operational and construction) emissions of $NO_X$, a precursor to $O_3$ for which the South Coast Air Basin is designated nonattainment; however, this increase in $NO_X$ emissions would not expose receptors to substantial pollutant concentrations, for the reasons described below.

First, in the amicus brief filed by the SCAQMD on the California Supreme Court's decision in *Sierra Club v. County of Fresno*, the SCAQMD noted that:

> "[it] takes a large amount of additional precursor emissions [e.g., NOx] to cause a modeled increase in ambient ozone levels… a project emitting only 10 tons per year of NOx or VOC is small enough that its regional impact on ambient ozone levels may not be detected in the regional air quality models used to determine ozone levels…"[51]

Although implementation of the proposed Project would increase criteria air pollutant emissions within the Basin, any emissions from this particular Project would be non-detectable and would therefore not impact this analysis. . In addition, any analysis linking potential adverse health

risks to corresponding pollutant concentrations is not necessary for the Project. As noted under Impact AIR-2, the Project's largest source of emissions would be mobile sources (i.e., vehicle trips) that would travel on local and regional roadways throughout the City of Rancho Cucamonga, SRA 33. As these trips occur in different areas, they would be subject to varying meteorological and topographical influences, such as small scale air patterns formed as wind passes between buildings and other anthropogenic features (e.g., cars), creating eddies and other turbulence that affect pollutant transport, as well as regional patterns like temperature inversions.

Second, the SCAQMD has stated:

> "For the so-called criteria pollutants, such as ozone, it may be more difficult to quantify health impacts . . . It takes time and the influence of meteorological conditions for these reactions to occur, so ozone may be formed at a distance downwind from the sources . . . Scientifically, health effects from ozone are correlated with increases in the ambient level of ozone in the air a person breathes . . . However, it takes a large amount of additional precursor emissions to cause a modeled increase in ambient ozone levels over an entire region. For example, the SCAQMD's 2012 AQMP [Air Quality Management Plan] showed that reducing NOx by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion. SCAQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by $NO_X$ or VOC emissions from relatively small projects."**Error! Bookmark not defined.**

The proposed Project would not generate emissions anywhere near the levels cited by the SCAQMD in its amicus brief on the California Supreme Court's decision in *Sierra Club v. County of Fresno* (i.e., 432 tons per day of NOx and 187 tons per day of VOC). For example, the proposed Project's maximum annual $NO_X$ emissions are estimated to be up to 26.9 tons per year, or approximately 0.07 tons per day.

Finally, adverse health effects associated with receptor exposure to criteria air pollutant concentrations is cumulative in nature. In other words, any potential health effects associated with the proposed Project would also need to be considered in light of background pollutant emissions. As discussed previously in this EIR chapter relative to the AQMP[19, 28], there are many efforts being undertaken at the state and regional level to reduce criteria air pollutant emissions from stationary and mobile sources. These actions are anticipated to reduce pollutant concentrations throughout the region over the next few decades. Therefore, even if the proposed Project does increase emissions in the Basin, criteria air pollutant concentrations in the region could still be lower in the future than they are currently due to the advancement of cleaner technologies.

As described above, there are existing regulations in place that would address the Project's stationary source of emissions and control the Project's capacity to cause an air quality violation or make an existing violation significantly worse. The Project's mobile sources would operate throughout the Project region and the emissions from each individual truck would have less of an effect on local air quality as the trucks disperse away from the Project site. Even when combined, the Project's stationary and mobile source emissions would be far less than that modeled by the SCAQMD for its 2012 AQMP, which showed a relatively minor increase in

criteria air pollutant concentrations for a large mass amount of emissions. Therefore, implementation of the proposed Project would not exacerbate or contribute to significant health risks at or in proximity of the Project area.

*Level of Significance Before Mitigation*

*Localized Construction Emissions.* Less than Significant.

*Localized Operational Emissions.* Less than Significant.

*CO Hot Spots.* Less than Significant.

*Increase in Cancer Risk.* Less than Significant.

*Increase in Non-Cancer Risk.* Less than Significant.

*Regional Criteria Air Pollutant Health Risks.* Less than Significant.

*Mitigation Measures*

None required.

*Level of Significance After Mitigation*

Less than Significant Impact.

**Odors**

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

*Analysis of Impacts*

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed Project would involve manufacturing activities, but it would not produce chemicals, paper, or any other goods that typically would be expected to emit offensive odors, but instead would produce beverages. Emissions generated by the production facility would not be considered "odorous." Other sources of odors that could be generated by the proposed Project would include truck exhaust and vehicle maintenance activities. These activities already exist at the site, however, and the Project is located in an area surrounded by other land uses that generate similar types of odors. The net increase in truck trips generated by the Project (1,003 trips) would not generate unusual or offensive emissions in a great enough concentration in proximity of receptors to be considered significantly odorous. Furthermore, the proposed Project would be located approximately 370 feet from the nearest day care/school and more than 1,000 feet from the nearest residential sensitive receptors, giving potentially odorous compounds time and space to disperse. The activities proposed as part of the Project would not generate sustained odors that would affect substantial numbers of people. This impact would be less than significant.

*Level of Significance Before Mitigation*

Less than Significant Impact.

*Mitigation Measures*

None required.

*Level of Significance After Mitigation*

Less than Significant Impact.

**Cumulative Impacts**

***Impact AIR-5 – Would the project cause substantial adverse cumulative impacts with respect to air quality?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). In addition, the City expects continued growth based on its General Plan population and housing projections. While it is possible that cumulative projects 16-18 may be under construction during the same timeframe as the Project, it is difficult to predict with any certainty due to the many factors involved in starting and maintaining construction (e.g., financing, equipment and staff availability, weather, etc.).

In developing its CEQA significance thresholds, the SCAQMD considered the emission levels at which a Project's individual emissions would be cumulatively considerable.[43] As described under Impact AIR-2A, the proposed Project would result in potentially significant VOC and NOx impacts for regional construction emissions, regional operational emissions, and combined Phase 1 operational and Phase 2B construction emissions. The Project would incorporate Mitigation Measures AIR-2A through AIR-2E; however, regional operational emissions for NOx as well as combined operational and construction emissions for NOx would remain above SCAQMD thresholds and have the potential cause or contribute to existing or future air quality violations, thus conflicting with the 2022 AQMP. These impacts would be significant and unavoidable.

*Level of Significance Before Mitigation*

Potentially Significant.

*Mitigation Measures*

See Mitigation Measures AIR-2A through AIR-2E and Mitigation Measures GHG-1 and GHG-2

*Level of Significance After Mitigation*

Significant and Unavoidable.

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### 4.3.6 - ACRONYMS

| | |
|---|---|
| AB | Assembly Bill |
| AMSL | Above Mean Sea Level |
| AREA | Area Source |
| ARLN | Area Line Source |
| AQ | Air Quality |
| AQMP | Air Quality Management Plan |
| Basin | South Coast Air Basin |
| CAA | Clean Air Act |
| Cal-EPA | California Environmental Protection Agency |
| CAAQS | California Ambient Air Quality Standards |
| CalEEMod | California Emissions Estimator Model |
| CARB | California Air Resources Board |
| CAFE | Corporate Average Fuel Economy |
| CEQA | California Environmental Quality Act |
| CO | Carbon Monoxide |
| DPM | Diesel Particulate Matter |
| GHG | Greenhouse Gas(es) |
| GVWR | Gross Vehicle Weight Rating |
| $H_2S$ | Hydrogen Sulfide |
| HAP | Hazardous Air Pollutants |
| HI | Hazard Index |
| HHDT | Heavy Heavy-Duty Truck |
| HR | Hour |
| HRA | Health Risk Assessment |
| lb/day | Pounds per Day |
| LDA | Light Duty Auto |
| LDT | Light Duty Truck |
| LHDT | Light Heavy-Duty Truck |
| LST | Localized Significance Threshold |
| $m^3$ | Cubic Meter |
| MATES V | Multiple Air Toxics Exposure Study in the South Coast Air Basin |
| MEIR | Maximally Exposed Individual Resident |
| MEIW | Maximally Exposed Individual Worker |
| MESR | Maximally Exposed Student Receptor |

| | |
|---|---|
| MG | Milligrams |
| MHDT | Medium Heavy-Duty Truck |
| MPO | Metropolitan Planning Organization |
| MY | Model Year |
| NAAQS | National Ambient Air Quality Standards |
| NHTSA | National Highway Transportation and Safety Administration |
| NO | Nitric Oxide |
| NOx | Oxides of Nitrogen |
| $O_3$ | Ozone |
| OEHHA | Office of Environmental Health Hazard Assessment |
| PPB | Parts Per Billion |
| PPM | Parts Per Million |
| PM | Particulate Matter |
| $PM_{2.5}$ | Fine Particulate Matter |
| $PM_{10}$ | Coarse Particulate Matter |
| PMI | Point of Maximum Impact |
| ROG | Reactive Organic Gases |
| ROW | Right of Way |
| RTP | Regional Transportation Plan |
| SB | Senate Bill |
| SCAG | Southern California Association of Governments |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SIP | State Implementation Plan |
| $SO_2$ | Sulfur Dioxide |
| $SO_x$ | Sulfates |
| SRA | Source Receptor Area |
| TAC | Toxic Air Contaminants |
| U.S. | United States |
| U.S. EPA | United States Environmental Protection Agency |
| VMT | Vehicle Miles Travelled |
| VOC | Volatile Organic Compounds |
| VOL | Volume Source |
| µg | Micrograms |
| ° F | Degrees Fahrenheit |

# 4.4 – Biological Resources

This EIR section addresses biological resource impacts associated with implementation of the Project. Issues of interest are biological resources impacts identified by the CEQA Guidelines are whether the Project will: (1) cause a substantial adverse effect on special status wildlife species; (2) have a substantial effect on any riparian habitat/sensitive natural communities; (3) have a substantial adverse effect on state or federally protected wetlands; (4) interfere substantially with wildlife movement or use of wildlife nurseries; (5) conflict with local policies protecting biological resources; or (6) conflict with the provision of an adopted habitat conservation plan.

A *Biological Resources Assessment*[1] (BRA) and a *Burrowing Owl Focused Survey Report*[2] (BFS) were both prepared by ELMT Consulting Inc. in September 2023. In addition, an Arborist Report was prepared by SFA in 2023. These documents are all found in Appendix D.

## 4.4.1 – ENVIRONMENTAL SETTING

### Existing Conditions

Existing development is present in the northern and southern portions, while the middle portion remains undeveloped. In the decades since agricultural operations ceased, undeveloped land supported on-site has been impacted by grading, routine weed abatement, and illicit dumping and camping. The Project site does not support any discernible drainage courses, inundated areas, wetland features, or hydric soils that would be considered jurisdictional by the U.S. Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW).

### Vegetation

Due to historic and ongoing anthropogenic disturbances, native plant communities are no longer supported within or adjacent to the Project site. Vegetative cover within the disturbed portions of the site is typically complete to sometimes sparse, and these areas are typically dominated by non-native weedy/early successional species. An Arborist Report[10] was prepared for the site that found 257 trees of various species around the site, mainly as landscaping for the existing uses on the site (Appendix D).

### Wildlife

Fish

No fish or water-related features (e.g., creeks, ponds, lakes, reservoirs) with frequent sources of water that would support populations of fish were observed on or within the vicinity of the Project site. Therefore, no fish are expected to occur and are presumed absent from the Project site.

Amphibians

No amphibians or water-related features (e.g., perennial creeks, ponds, lakes, reservoirs) that would provide suitable habitat for amphibian species were observed on or in the vicinity of the Project site. Therefore, no amphibians are expected to occur and are presumed absent from the Project site.

Reptiles

The Project site provides limited foraging and cover habitat for local reptiles that are adapted to development and degraded conditions. Species observed during the field investigation or expected to occur include western side-blotched lizard (*Uta stansburiana elegans*) and woodland alligator lizard (*Elgaria multicarinata webbii*). Due to historic land uses, ongoing disturbance, and existing conditions, no special-status reptilian species are expected to occur on the site.

Birds

The Project site provides suitable foraging and cover habitat (including hundreds of trees) for a variety of resident and migratory avian species adapted to human activity, development, and degraded site conditions. Avian species observed during the field investigation include rock pigeon (*Columba livia*), California towhee (*Melozone crissalis*), northern mockingbird (*Mimus polyglottos*), ash-throated flycatcher (*Myiarchus cinerascens*), western meadowlark (*Sturnella neglecta*), European starling (*Sturnus vulgaris*), American crow (*Corvus brachyrhynchos*), Cassin's kingbird (*Tyrannus vociferans*), common raven (*Corvus corax*), black phoebe (*Sayornis nigricans*), house finch (*Haemorhous mexicanus*), Cooper's hawk (*Accipter cooperii*), red-tailed hawk (*Buteo jamaicensis*), and mourning dove (*Zenaida macroura*).

Mammals

The Project site provides limited foraging and cover habitat for local mammalian species that are adapted to development and degraded conditions. Most mammals are nocturnal and are difficult to observe during a diurnal field visit. The only mammals observed/detected during the field investigation were coyote (*Canis latrans*), pocket gopher (*Thomomys bottae*), house mouse (*Mus musculus*), and feral cat (*Felis catus*). Additional common species that could be expected to occur include opossum (*Didelphis virginiana*) and brown rat (*Rattus norvegicus*).

## 4.4.2 – REGULATORY FRAMEWORK

### Federal

Endangered Species Act (FESA) (1973)

The Federal Endangered Species Act (FESA) provides the regulatory framework for the protection of plant and animal species as well as their associated critical habitats all of which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under FESA. There are four components to FESA: (1) provisions for listing species, (2) requirements for consultation with the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA NMFS), (3) prohibitions against a "take" (defined as harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take". Recovery plans and designating critical habitats are outlined in FESA. Section 7 of FESA requires Federal agencies to ensure that actions under their supervision are not likely to destroy or adversely modify critical habitat or jeopardize the longevity of threatened or endangered species (16 U.S.C. 1531 et seq).

Federal Migratory Bird Treaty Act (MBTA) (1918)

The Federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possession, transport, and import of migratory birds, their eggs, and nests, except as explicitly authorized by the Department of the Interior. The term "take" is defined in the act, is, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." Save for some exceptions, most birds are considered migratory under the MBTA. Additionally, any disturbance that would cause or result in nest abandonment, a loss of reproductive effort, or a loss of habitat upon which these birds depend would violate the MBTA (16 U.S.C. 703 et seq)(Title 50 Code of Federal Regulations Part 10).

The Clean Water Act Sections 404 and 401

The United States Army Corps of Engineers (USACE) and the United States Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under section 404 of the Clean Water Act (CWA) (33 USC 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a). Included in this definition are lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. Activities in waters of the United States regulated under section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports) and mining projects. A federal permit is required prior to materials being discharged into the waters as is required in Section 404 of the CWA, unless the activity is exempt from section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. 1341) requires any applicant who has applied for a federal license or permit for an activity that would result in the discharge of a pollutant into waters of the United States, to also obtain a water quality certification from the state of which said discharge would originate from. Additionally, that discharge is required with all applicable water quality standards. A certification for the any facility must pertain to both the construction and operation of the facility. The Environmental Protection Agency (EPA) delegates responsibility for the protection of water quality in California to State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCB).

The National Pollutant Discharge Elimination System (NPDES)

The NPDES program requires permitting for activities that discharge pollutants into waters of the United States. These are considered "point-source" discharges from a regulatory standpoint, and include municipal, industrial, and construction sources. The SWRCB generally issues and monitors these permits, which are then administered by each regional water quality control board. Construction that would disturb one or more acres are required to obtain coverage under the state's General Permit for Dischargers of Storm Water Associated with Construction Activity. All dischargers are required to obtain coverage under the Construction General Permit. Activities covered under the Construction General Permit include but are not limited to disturbances such as clearing and grading. Additionally, the permit requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) with implementation of Best Management Practices (BMPs). The proposed Project will require coverage under the Construction General Permit.

**State**

Native Plant Protection Act (1977) (CFGC §§ 1900 through 1913)

The NPPA authorized the CDFW to carry out the Legislature's intent to "preserve, protect and enhance rare and endangered plants in this State." The NPPA is administered by the CDFW,

which has the authority to designate native plants as endangered or rare and to protect them from "take."

California Endangered Species Act (CESA) (1984)

The CESA expands on the original Native Plant Protection Act (NPPA) and enhances legal protection for plants, but the NPPA remains part of the California Fish and Game Code (CFGC). To align with FESA, CESA creates categories of "threatened" and "endangered" species and converts all "rare" animals to be considered as "threatened" species under CEQA. As such, CESA and NPPA provide the legal framework for protection of California-listed rare, threatened, and endangered plant and animal species. Both these laws are implemented by the CDFW and as part of the CEQA review process.

Fully Protected Species and Species of Special Concern

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals; with most of the listed species subsequently listed under CESA and/or FESA. California Fish and Game Code (CFGC) sections (fish at §5515, amphibian and reptiles at §5050, birds at §3511, and mammals at §4700) dealing with "fully protected" species state that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species." However, the take of a species may be authorized for necessary scientific research. As such, the language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of a species.

Species of special concern (SSC) are broadly defined as animals not listed under FESA or CESA, but nonetheless are of concern to the CDFW. This can be because their populations are declining at a rate that could result in them being listed; or the species historically occurs in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration and attention on these species and avert the possibility for listing under FESA and CESA, and/or the need to establish recovery efforts. The intention of this designation is to stimulate collection of additional information, research, and management attention of poorly known at-risk species. These species generally have no special legal status, however, they are given the same consideration as listed species in the CEQA process.

California Fish and Game Code sections 3503 and 3513

According to section 3503 of the California Fish and Game Code (CFGC), it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (considered "birds-of-prey"). Section 3513 takes after the MBTA, as it prohibits the take or possession of any migratory non-game bird. Additionally, a disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "take" by CDFW.

California Fish and Game Code Sections 1600-1603

Under section 1602 of CFGC, CDFW has authority over any proposed activity that may substantially modify a river, stream, or lake. Notification to CDFW is required for an activity that

would do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake.

The requirement of notification applies to any work in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams, desert washes, and watercourses with a subsurface flow. The CDFW typically includes in this determination the riparian vegetation of a river, stream or lake, and may even extend to its floodplain. Riparian is defined as "on, or pertaining to, the banks of a stream"; therefore, riparian vegetation is defined as, "vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself" (CDFW 2024)[7]. A stream, including creeks and rivers, is defined in the California Code of Resources (CCR) as follows: "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life". Watercourses having a surface or subsurface flow that supports or has supported riparian vegetation are included as well (14 CCR 1.72). Additionally, streams can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance, if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife.

However, if the CDFW determines that fish and wildlife resources may be substantially adversely affected, a Lake or Streambed Alteration Agreement (LSAA) will be prepared. The agreement will include reasonable conditions necessary to protect those resources. The applicant may then proceed with the activity in accordance with the final LSAA. Section 1602 does not extend to isolated wetlands and waters, such as small ponds not located on drainages.

Sensitive Plants – California Native Plant Society

The California Native Plant Society (CNPS), a non-profit plant conservation organization, publishes and maintains an "Inventory of Rare and Endangered Vascular Plants of California." The Inventory assigns plants to the following categories:

- 1A Presumed extinct in California;
- 1B Rare, threatened, or endangered in California and elsewhere;
- 2 Rare, threatened, or endangered in California but more common elsewhere;
- 3 Plants for which more information is needed – A review list; and
- 4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

- .1 Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).
- .2 Fairly endangered in California (20-80% occurrences threatened).
- .3 Not very endangered in California (<20% of occurrences threatened or no current threats known).

Plants on Lists 1A, 1B, and 2 of the CNPS Inventory consist of plants that qualify for listing by CDFW and/or other state agencies (e.g., California Department of Forestry and Fire Protection). Those listed species should be fully considered as part of the CEQA review, as they meet the definition of threatened or endangered under NPPA and Sections 2062 and 2067 of the CFGC. According to California Rare Plant Ranks (CRPR) rankings 3 and 4, such species are plants of which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may or may become eligible for state listing, and CNPS and CDFW

recommend that these species be evaluated for consideration during the preparation of CEQA documents.

Sensitive Natural Communities

Sensitive natural communities are habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species, however, they are typically identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The California Natural Diversity Database (CNDDB) identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (CCR: Title 14, Div. 6, Chap. 3, Appendix G)

Natural Community Conservation Planning Act

The Natural Community Conservation Planning (NCCP) program established pursuant to the 1991 NCCP Act (Fish and Game Code 2003) seeks to prevent species listing by focusing on the long-term stability of wildlife and plant communities. There is no NCCP in or adjacent to the City of Rancho Cucamonga.

Section 401 of the Clean Water Act

RWQCB regulates activities in "waters of the state", including wetlands, through section 401 of the CWA. "Waters of the state" are defined by the Porter-Cologne Water Quality Control Act (see below) as "any surface water or groundwater, including saline waters, within the boundaries of the state." While the United State Army Corps of Engineers (USACE) administers permitting programs that authorize impacts to "waters of the US", such a permit is considered invalid without a RWQCB-issued water quality certification or waiver of water quality specific to the Project[8]. Such a certification requires a finding by the RWQCB that the activities permitted by the USACE will not violate water quality standards over the term of the issued USACE permit.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Act (Porter-Cologne Act) (California Water Code section 13260) requires "any person discharging waste, or proposing to discharge waste, within any region that could affect the "waters of the state" to file a report of discharge" with the RWQCB through an application for waste discharge[9]. The RWQCB protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs (e.g., Section 404 of the CWA).

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City's General Plan provides guidance on preserving, protecting, and conserving the limited natural resources in the City. There are no conservation areas or habitat areas identified in the City's General Plan on or in the vicinity of the Project site. However, this section of the Draft EIR provides site-specific discussion of the biological resources that are present and identifies mitigation as necessary to protect these

resources. Consistent with the information in the General Plan, there are no sensitive plant, animal, or habitat communities present.

City General Plan policies about biological resources relative to the Project site are outlined below. The Resource Conservation Chapter provides guidance regarding the City's natural resources and their preservation. The chapter contains goals and policies that further protect those resources contained in the City.

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

**Policy RC-2.2** Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.

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

**Policy RC-2.5** **Water Conservation.** Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

**Policy RC-2.6** **Irrigation.** Encourage the conversion of water-intensive turf/ landscape areas to landscaping that uses climate- and wildfire-appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.

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

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

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

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

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

1. All eucalyptus windrows; or
2. Any tree in excess of 30 feet in height and having a single trunk diameter at breast height (DBH) of 20 inches or more as measured 4½ feet from ground level; or
3. Multi-trunk trees having a total diameter at breast height (DBH) of 24 inches or more as measured 4½ feet from ground level; or
4. A stand of trees the nature of which makes each dependent upon the others for survival; or

5. Any other tree as may be deemed historically or culturally significant by the planning director because of age, size, condition, location, or aesthetic qualities.

### 4.4.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to biological resources if it would:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

### 4.4.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts. A *Biological Resources Assessment*[1] (BRA) and a *Burrowing Owl Focused Survey Report*[2] (BFS) were both prepared by ELMT Consulting Inc. in September 2023. In addition, an Arborist Report was prepared by Steve F. Andresen/Arborist Services in August 2023. The analysis and conclusions provided below are drawn from the information in both reports as appropriate. These reports are included in Appendix D of this document.

**Special Status Species Protections**

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

*Analysis of Impacts*

Special-Status Plant Species

No special-status plant species were observed during the 2023 surveys. Based on habitat requirements for the identified special-status species, known species distributions, and the quality and availability of habitats present, it was determined that the Project site does not have

the potential to support any of the special-status plant species known to occur in the vicinity of the site. The proposed Project will be confined to existing heavily disturbed areas. As a result, no impacts to special-status plant species are expected to occur. No additional surveys are recommended.

Special-Status Wildlife Species

Due to their listing status and regional significance, the potential occurrence of San Bernardino kangaroo rat (SBKR), Los Angles pocket mouse, and Delhi Sands Flower-loving Fly (DSF) were analyzed in the BRA. The BRA observed the site lacked natural habitats and was isolated from local fluvial processes, so it concluded the Project site did not have the potential to support SBKR. In addition, decades of agricultural land uses have thoroughly mixed and compacted soils underlying the undeveloped portions of the site and local soils are no longer suitable for burrowing by the Los Angeles pocket mouse. Therefore, the Project site does not to have potential to support this species.

Furthermore, as a result of development and disturbances on and surrounding the proposed Project site, surface soils have been heavily mixed and compacted. The northern and southern portions of the site, the latter of which occurs within approximately 300 feet north/upwind of mapped Delhi fine sand soils, are developed and consist of impervious surfaces and maintained ornamental landscaping. The central portion of the site is undeveloped with heavily mixed soils containing alluvial materials (mainly Tujunga soils) from historic agricultural land uses, ongoing routine weed abatement, and surrounding development. Further, the entire site is surrounded by existing development and no longer has connectivity to areas upwind containing Delhi Sands soils, areas subjected to aeolian processes, or areas supporting DSF populations. Therefore, all soils underlying the site are rated as “unsuitable quality” with a habitat quality rating of 1 on a scale of 5. Therefore, the BRA determined the site does not support Delhi Sand soils needed for suitable habitat for DSF so the species is presumed absent from the Project site. No further actions or focused surveys are recommended by the BRA.

No special-status wildlife species were observed during the BRA field investigation. However, based on habitat requirements for specific species and the availability and quality of onsite and adjacent habitats, it was determined that the proposed Project site has a high potential to support the following special status wildlife species: Cooper’s hawk’ Costa’s hummingbird; and California horned lark; and a moderate potential to support burrowing owl. It was further determined that the Project site does not have the potential to support any of the other special-status wildlife species known to occur in the vicinity and all are presumed to be absent. However, it is noted the Project will plant up to 203,130 square feet of landscaping onsite (depending on what option for Phase 2 is selected, Phase 2A or 2B) including a large number of bushes and up to 2609 trees which could provide some support for these species if they are present in the area in the future.

None of the aforementioned species are federally- or state-listed as endangered or threatened. In order to ensure impacts to Cooper’s hawk, Costa’s hummingbird, and California horned lark do not occur from implementation of the proposed Project, a pre-construction nesting bird clearance survey, is recommended to be conducted prior to Project implementation. With implementation of the recommended preconstruction nesting bird clearance survey and new planned landscaping, impacts to the aforementioned special-status wildlife species will be less than significant.

Burrowing Owl

Potential habitat for burrowing owl is present in the undeveloped and disturbed portion of the site (i.e., former vineyard). Low growing vegetation throughout the Project site provide line-of-site opportunities favored by burrowing owls with minimal suitable burrows (>4 inches in diameter) capable of providing roosting and nesting opportunities. Additionally, the ornamental trees along the northern border of the undeveloped portion of the site further decreases the likelihood that burrowing owls would occur on the Project site as these provide perching opportunities for larger raptor species that prey on burrowing owls. During the field investigation, predators such as red-tailed hawk (*Buteo jamaicensis*) and feral cat (*Felis catus*) were observed on site. Avian species identified during the onsite surveys include rock pigeon (*Columba livia*), California towhee (*Melozone crissalis*), northern mockingbird (*Mimus polyglottos*), European starling (*Sturnus vulgaris*), American crow (*Corvus brachyrhynchos*), Cassin's kingbird (*Tyrannus vociferans*), common raven (*Corvus corax*), red-tailed hawk (*Buteo jamaicensis*), house finch (*Haemorhous mexicanus*), and mourning dove (*Zenaida macroura*). Despite a systematic search of the Project site, no burrowing owls or sign (pellets, feathers, castings, or whitewash) were observed on or within 500 feet, where accessible, of the Project site during the focused surveys.

Summary and Conclusions

No special-status plant species were observed during field investigations conducted at the Project site, so no impacts would occur to these species. Additionally, no special-status wildlife species were observed onsite during field investigations, and it was determined the Project site does not have the potential to support special-status wildlife species that would occur in the area. While not federally- or state-listed as endangered or threatened, the BRA determined the Project site has the potential to support Cooper’s hawk, Costa’s hummingbird, and California horned lark, as well as burrowing owl. A pre-construction nesting bird clearance survey is recommended prior to Project clearing and grading and is included as Mitigation Measure BIO-1. With implementation of the recommended mitigation**,** impacts to special-status wildlife species will be less than significant.

Based on the results of the 2023 burrowing owl focused survey, no burrowing owls or evidence of recent or historic use by burrowing owls were observed on the Project site. As a result, burrowing owls are presumed to be absent from the Project site. However, this species can rapidly occupy a vacant site by taking over small mammal burrows. To ensure burrowing owl remain absent from the Project site, the BRA and BFS recommended that a pre-construction clearance survey be conducted in accordance with CDFWs 2012 Staff Report on Burrowing Owl Mitigation prior to any ground disturbing activities, as is outlined in Mitigation Measure BIO-2. If burrowing owls are determined to remain absent from the Project site during the pre-construction clearance survey, no further review will be needed. If burrowing owls are found to occupy the Project site during the pre-construction clearance survey, a burrowing owl relocation plan will be prepared and need to be approved by CDFW prior to construction activities. With implementation of the recommended mitigation, impacts either directly or through habitat modifications, on candidate, sensitive, or special status species would be reduced to less than significant levels.

*General Plan Conditions of Approval*

The City General Plan (PlanRC) recommends the following seven standard conditions of approval relative to biological resources:

- COA 5.4-1: Sensitive Plant Survey. Biological Resources Assessment (BRA) surveyed the site for listed and sensitive plants but found none. There are no impacts so no mitigation is required. The project has complied with this condition.

- COA 5.4-2: Survey for Federal Listed Species. BRA surveyed the site for listed animal species and found none. There are no impacts so no mitigation is required. The project has complied with this condition.

- COA 5.4-3: Survey for State Listed Species. BRA surveyed the site for listed animal species and found none. There are no impacts so no mitigation is required. The project has complied with this condition.

- COA 5.4-4: Survey for Migratory and Sensitive Bird Species. BRA and Burrowing Owl Focused Survey Report (BFS) surveyed the site for protected birds and found they may be present so Mitigation Measure BIO-1 was recommended to conduct nesting bird survey prior to construction. Mitigation Measure BIO-2 was recommended to conduct a pre-construction burrowing owl survey. Therefore, the project will comply with the requirements of this condition.

- COA 5.4-5: Federal Jurisdictional Delineation. The BRA surveyed the site and found no federal jurisdictional drainages on the site. There are no impacts so no mitigation is required. The project has complied with this condition.

- COA 5.4-6: State Jurisdictional Delineation. The BRA surveyed the site and found no state jurisdictional drainages on the site. There are no impacts so no mitigation is required. The project has complied with this condition.

- COA 5.4-7: Habitat Connectivity/Wildlife Corridors. The BRA evaluated the site and found none of these resources present on or adjacent to the project site. There are no impacts so no mitigation is required. The project has complied with this condition.

It should be noted that Mitigation Measure BIO-1 is similar in intent to City standard COA 5.4-4 which addresses nesting birds, but BIO-1 recommends a longer survey period so COA 5.4-4 is not needed in this case. With implementation of BIO-1 and BIO-2, the Project will have less than significant impacts relative to listed or sensitive biological species either under the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

**BIO-1** **Nesting Bird Survey.** Bird nesting season generally extends from February 1 through August 31 in southern California. To avoid impacts to nesting birds (common and special-status) during the nesting season, a qualified avian biologist will conduct a pre-construction nesting bird survey three (3) days prior to project-related disturbance to identify any active nests. If no active nests are found, no further action will be required.

If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance,

nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive. This measure shall be implemented to the satisfaction of the City Community Development Director.

**BIO-2** **Burrowing Owl Survey.** A pre-construction clearance survey for burrowing owl shall be conducted accordance with the Staff Report on Burrowing Owl Mitigation[3] (California Department of Fish and Wildlife 2012) prior to ground disturbance to ensure burrowing owl remain absent from the project site.

If burrowing owls are found to occupy the project site during the pre-construction clearance survey, a burrowing owl relocation plan will need to be prepared and approved by CDFW prior to the commencement of any ground disturbing activities. The burrowing owl relocation plan shall outline recommended methods proposed to relocate the burrowing owls from the project site and provide measures that will be implemented for the maintenance, monitoring, and reporting of the relocated burrowing owls to increase chances of survivorship and better ensure compliance with CDFW guidelines. This plan should be implemented during the non-breeding season, and prior to seasonal rains to promote the best outcome for conservation of the burrowing owl. This measure shall be implemented to the satisfaction of the City Community Development Director.

*Level of Significance After Mitigation*

Less than Significant

**Sensitive Natural Communities**

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

*Analysis of Impacts*

The Project site does not support any discernible drainage courses, inundated areas, wetland features, hydric soils, or riparian vegetation that would be considered jurisdictional by the USACE, RWQCB, or CDFW. Further, no sensitive habitats were identified on the Project site. Therefore, Project activities will not result in impacts to USACE, RWQCB, or CDFW jurisdictional areas and regulatory approvals will not be required. No sensitive natural communities will be impacted from Project implementation under either the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Wetland Conservation**

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

*Analysis of Impacts*

The Project site contains no inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the Clean Water Act. Therefore, implementation of the proposed Project would not result in any impacts or have substantial adverse effects on federally protected wetlands under either the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Fish and Wildlife Movement**

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

*Analysis of Impacts*

The BRA concludes that implementation of the proposed Project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. The Project site is separated from regional wildlife corridors and linkages by existing development, and there are no riparian corridors or creeks connecting the Project site to these areas. The Project site is also not within any existing connectivity areas or wildlife linkages identified in Figure 5.4-6, Wildlife Movement Linkages Map, of the City General Plan[4]. Therefore, the Project site does not function as a major wildlife movement corridor or linkage. Due to the lack of any identified impacts to wildlife movement, migratory corridors or linkages or native wildlife nurseries, there are no impacts and no mitigation is required.

The Migratory Bird Treaty Act (MBTA) and the Bald/Golden Eagle Protection Act prohibit impacts to native resident or migratory wildlife (i.e., birds and raptors) and this issue was largely addressed in Impact BIO-1 relative to listed or sensitive birds that may utilize or reside on the site. That section determined those impacts were potentially significant and recommended Mitigation Measures BIO-1 and BIO-2 to conduct surveys for nesting birds and burrowing owl on the site just prior to the start of ground disturbance to prevent impacts to those species. With

implementation of these measures, Impact BIO-1 determined the Project would have less than significant impacts with implementation of those measures. That same conclusion is applicable to potential impacts to native resident or migratory bird species as the nesting bird survey would identify and mitigate for these bird species as well if they were present on the site.

The City General Plan (PlanRC) recommended seven standard conditions of approval (COA) relative to biological resources that are addressed in Section 4.4.4 – Impact BIO-1. The two recommended Mitigation Measures BIO-1 and BIO-2 fulfill the PlanRC COAs that apply to the Project site. It should be noted that Mitigation Measure BIO-1 is similar in intent as city Standard Condition 5.4-4 which addresses nesting birds, but BIO-1 recommends a longer survey period so SC 5.4-4 is not needed in this case. With implementation of Mitigation Measures BIO-1 and BIO-2, the Project will have less than significant impacts relative to migratory species or wildlife corridors under either the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant.

*Mitigation Measures*

Mitigation Measures BIO-1 and BIO-2 as outlined in Impact BIO-1.

*Level of Significance After Mitigation*

Less Than Significant

**Conflicts with Local Biological Resource Regulations**

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

*Analysis of Impacts*

Regarding consistency with the City General Plan relative to biological resources, the Project is consistent with Policy RC 2.2 with respect to stormwater recapture on the site, Policy RC 2.5 with respect to water conservation, and Policy RC 2.6 with respect to irrigation for landscaping.

City Development Code (RCDC) Section 17.80 addresses “heritage “trees” which are mainly classified by their size and not by species. It appears at least a few of the existing onsite trees may meet the definition of heritage trees. The Arborist Report[10] found 257 existing trees including lemon scented gum (*Corymbia citriodora*), magnolia (*Magnolia sp.*), bottlebrush (*Callistemnon* sp.), carrotwood (*Cupaiopsis anacardoides),* eucalyptus *(Eucalyptus sp.),* Hollywood juniper *(Juniperus chinensis),* Mexican fan palm *(Washingtonia robusta),* Aristocrat pear *(Pyrus aristocrat),* Allepo pine *(Pinus halapensis),* plane tree (*Platanus* sp.), Brazilian pepper (*Schinus terebinthifolius*), etc. throughout the Phase 1 and Phase 2 sites. These trees were installed when portions of the site were developed and along the northern side of the former vineyard when it was planted. The Arborist Report identified the following 24 Heritage Trees onsite that were over 30 feet tall with a trunk diameter of 20 inches or larger:

1. Lemon Scented-Gum 12
2. Eucalyptus species 4

| | |
|---|---|
| 3. Bottlebrush tree | 3 |
| 4. Allepo Pine | 3 |
| 5. London Plane Tree | 1 |
| 6. Carrotwood | 1 |
| **Total Heritage Trees** | **24** |

These trees are planned to be removed based on the Project plans so a tree removal permit will be obtained prior to grading the site per RCMC Chapter 17.16.080 – *Tree removal permit*. Accordingly, the Project's entitlement application package includes a request for a Tree Removal Permit (DRC2023-00070). Removing heritage trees requires an arborist report (which was completed for this Project) to ensure that the regulations presented in RCMC Section 17.80 (Tree Preservation Ordinance) are followed.

The removed trees would be replaced pursuant to tree replacement requirements as provided in the City of Rancho Cucamonga Development Code. In addition, the site will also be developed with aesthetically pleasing landscaping throughout the Project per City Municipal Code (See Exhibit 3-9, Preliminary Landscape Plan). This is considered regulatory compliance and not unique mitigation under CEQA. With this regulatory compliance, the Project will have less than significant impacts relative to local biological resource polices and ordinances and no mitigation is required.

The site will be completely developed and all trees will be removed, but the landscaping plan shows that hundreds of new trees will be planted onsite as part of the required landscaping plan. The City requires Projects with existing trees to comply with the regulatory guidelines of City Development Code (RCDC) Section 17.80 regarding "heritage "trees". The City will verify compliance prior to the issuance of a construction permit. Onsite plantings will comply with the heritage trees RCDC section if any such trees are found onsite prior to clearing and grading.

*Level of Significance Before Mitigation*

Less Than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less Than Significant

**Habitat Conservation Plans**

***Impact BIO-6 – Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

*Analysis of Impacts*

According to the BRA, the Project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan. Therefore, no impacts to any local, regional, or state habitat conservation plans are expected to occur from development of the proposed Project, and mitigation is not

required. This conclusion applies under either the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact BIO-7 – Would the Project cause substantial adverse cumulative impacts with respect to Biological Resources?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). Although none of the local cumulative projects are adjacent to the Project site, they are generally urban in nature and likely do not contain substantial important biological habitat or biological resources such as jurisdictional drainages, wetlands, etc. Those resources are more likely to be located in the San Gabriel Mountain foothills to the north (Cumulative Projects #46-54) although these are 5 miles to the north of the Project site. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*). This site is a weedy lot adjacent to a fully improved flood control channel but is just north of the regional Guasti Park which does contain a lake, bushes, and trees which could support local wildlife.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding listed or sensitive species, the biological report indicates the Project does not have a potential to cause impacts on special-status plant species. Regarding special status wildlife (Impact BIO-1) and two Mitigation Measures BIO-1 and BIO-2 were recommended to prevent potential impacts to nesting birds and burrowing owl on the Project site, respectively. These measures will also prevent the Project from making any significant contributions to cumulatively considerable impacts related to creating any substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations or by any state or federal regulatory agencies involving biological resources. It is unlikely that any of the local cumulative projects (within a 1-mile radius) would have significant impacts on regional cumulative biological resources, although some of the cumulative projects within the wider 5-mile radius may have demonstrable resources which may be impacted as regional growth occurs. In addition, the development review process for the other projects identified on the cumulative projects list, as well as other development projects in the City and other cities in the region, require similar mitigation if similar conditions occur on those sites. This "cumulative mitigation" helps prevent significant cumulative impacts to listed or sensitive species, local resident or migratory bird species if they are also present on those sites. In this way potential cumulative impacts to these resources are minimized. With project-level mitigation, the Project would not be expected to make a substantial contribution to any significant cumulative impacts to listed or otherwise sensitive species of plants or animals.

The Impact Sections BIO-2, BIO-3, BIO-5, and BIO-6 determined that the Project would have either no impacts or less than significant impacts on: riparian or other sensitive natural communities; wetland conservation; conflicts with local biological resource regulations; or established habitat conservation plans (respectively). Therefore, the Project would not cause substantial cumulative impacts with respect to these biological resources. With mitigation, standard conditions, and regulatory compliance, all Project impacts would not make any significant contributions to any cumulatively considerable impacts regarding biological resources.

The cumulative projects in the vicinity of the Project site are urban in nature and do not contain significant biological resources (e.g., drainages, habitat, etc.). Therefore, the various listed and otherwise sensitive species addressed in Impacts BIO-1 and BIO-4, such as burrowing owl, Cooper's hawk, Costa's hummingbird, and California horned lark, would be less than significant.

Regarding the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, Impact BIO-4 indicated that the project-level mitigation recommended in Impact BIO-1 (pre-construction surveys for nesting birds and burrowing owl) would be sufficient to reduce potential impacts to less than significant levels. Development on other local and well as regional cumulative project sites could affect migratory wildlife in ways similar to that of the Project. If any cumulative project sites do contain such resources, the City of Rancho Cucamonga as well as the Cities of Jurupa Valley, Fontana, and the County of San Bernardino have regulatory requirements for similar pre-construction surveys.

The Project proposes to develop the entire site and recommended mitigation to minimize impacts to listed or sensitive avian species. The landscaping plan is a project design feature that will help reduce potential long-term or cumulative impacts to these resources as all development projects require landscaping. With the recommended mitigation, the Project requires no regulatory compliance or standard conditions (or additional mitigation) to address cumulative impacts to biological resources in this regard. This conclusion applies to either the Phase 1 plus Phase 2A scenario or under the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

No additional measures needed for cumulative impacts

*Level of Significance After Mitigation*

Less than Significant

## 4.4.5 - REFERENCES

1 *Biological Resources Assessment.* ELMT Consulting Inc. September 2023a.

2 *Burrowing Owl Focused Survey Report.* ELMT Consulting Inc. September 2023b.

3 *Staff Report on Burrowing Owl Mitigation*. California Department of Fish and Wildlife. 2012

4 *Rancho Cucamonga* (2020) *General Plan*. City of Rancho Cucamonga, 2020 General Plan, adopted December 2021.

5 *Federal Endangered Species Act* (FESA). U.S. Fish and Wildlife Service. Website accessed May 2024. www.fws.gov/law/endangered-species-act

6 *Federal Migratory Bird Treaty Act* (MBTA) 16 U.S.C. 703 et seq., Title 50 Code of Federal Regulations (CFR) Part 10. U.S. Fish and Wildlife Service. Website accessed May 2024. www.fws.gov/law/migratory-bird-treaty-act-1918

7 California Department of Fish and Wildlife (CDFW 2024). Website accessed May 2024. www.rcrcnet.org/sites/default/files/useruploads/Resources/Fish_and_Wildlife/20

8 *Overview of CWA Section 4.1 Certification.* U.S. Environmental Protection Agency (USEPA). https://www.epa.gov/cwa-401/overview-cwa-section-401-certification

9 *Water Quality Regulations.* California Department of Fish and Wildlife (CDFW). Website accessed May 29024. https://wildlife.ca.gov/Conservation/Watersheds/Water-Quality

10 Steve F. Andresen/Arborist Services. *Tree Survey and Letter Report of Findings for the 31-Acre Project in Rancho Cucamonga.* August 28, 2023.

### 4.4.6 - ACRONYMS

| | |
|---|---|
| BFS | Burrowing Owl Focused Survey Report (project) |
| BUOW | Burrowing Owl |
| BRA | Biological Resources Assessment (project) |
| BMPs | Best Management Practices |
| CCR | California Code of Resources |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFGC | California Fish and Game Code |
| CNDDB | California Natural Diversity Database |
| CNPS | California Native Plant Society |
| CRPR | California Rare Plant Ranks |
| CWA | Federal Clean Water Act |
| DSF | Delhi Sands Flower-loving Fly |
| FESA | Federal Endangered Species Act |
| LAPM | Los Angles pocket mouse |
| LSAA | Lake or Streambed Alteration Agreement (CDFW program) |
| MBTA | Federal Migratory Bird Treaty Act |
| NCCP | Natural Community Conservation Planning |
| NMFS | National Marine Fisheries Service |
| NOAA | National Oceanic and Atmospheric Administration |

| | |
|---|---|
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| NPPA | California Native Plant Protection Act |
| RCDC | Rancho Cucamonga Development Code |
| RCGP | Rancho Cucamonga General Plan |
| RWQCB | Regional Water Quality Control Board |
| SBKR | San Bernardino kangaroo rat, and |
| SSC | Species of Special Concern |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| USACE | U.S. Army Corps of Engineers |
| USEPA | United States Environmental Protection Agency |
| USFWS | United States Fish and Wildlife Service |

# 4.5 – Cultural Resources

This EIR section addresses potential impacts to archaeological and historic resources associated with implementation of the Project. The section will evaluate whether the Project will cause a substantial adverse change in the significance of a historic resource, destroy a unique archaeological resource, or disturb human remains. A Cultural Resources Assessment[1] (CRA) was prepared for the Project site by Duke CRM in November 2023 (Appendix E).

## 4.5.1 – ENVIRONMENTAL SETTING

### Cultural Resources

Cultural resources can be generally defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (CAEP 2024)[7]. The term cultural resources also encompass the National Historic Preservation Act (NHPA) term "historic property" as well as CEQA terms "historic resource" and "unique archaeological resource." Under the NHPA, historic property refers to a property that is listed on, or determined eligible for listing on, the National Register of Historic Places (NRHP).

Section 15064.5(a) of the CEQA Guidelines generally defines a historical resource as one that is (a) listed in, or eligible for listing in, the California Register of Historical Resources (CRHR), (b) listed in a local register of historical resources, (c) identified as significant in a historical resource survey (meeting the requirements of Section 5024.1(g) of the PRC), or (d) determined to be a historical resource by a project's lead agency. Historic, cultural, and paleontological resources include historic buildings, structures, artifacts, sites, and districts of historic, architectural, archaeological, or paleontological significance. Unique archaeological resources are archaeological artifacts, objects, or sites that contain information to answer important scientific questions, possess a particular quality such as the oldest of its type, or are directly associated with a recognized important prehistoric or historic event or person.

### Historic Resources

The "historic era" in the City of Rancho Cucamonga[2] and the western San Bernardino County region began in August 1771 when the Spanish Portola expedition made "first contact" with the Native American tribes that had inhabited this region for over 800 years. On September 8, 1771 this region came under the jurisdiction of the Spanish Mission San Gabriel Archangel located approximately 35 miles west of the Project site and just northeast of the city of Los Angeles.

The term "Cucamonga" is a Shoshone word for "sandy place" which first appeared in a written record of the San Gabriel Mission from 1811. In the mid-1800s, Mexican authorities in Alta California made a number of large land grants in the valley. The 13,000-acre Ranch Cucamonga was granted to Los Angeles City Council president and businessman Tiburcio Tapia in 1839 who planted some of Rancho Cucamonga's first vineyards. Railroad construction, and agricultural economic growth defined early Rancho Cucamonga, but the City is now largely residential, with some manufacturing and aerospace industries and retail businesses.

The CRA conducted a review of online historical aerial photographs which indicate the Project site and surrounding properties were planted in vineyards from the 1930's to the 1980's. At some point in the 1950's, some type of water feature was observed on the site. The majority of the buildings and structures within and around the Project site were constructed between 1985 and 2005 with little change in the surrounding area since that time.

The CRA conducted a records search at the South Central Coastal Information Center (SCCIC) which is part of the California Historical Resources Information System (CHRIS). The SCCIC search identified six cultural reports within a half-mile of the Project site. One of these reports[3] covered a large area including the Project site but no cultural resources were observed in the Project area.

The records search included a review of all recorded cultural resources within a half-mile radius of the Project, as well as a review of known cultural resource survey and excavation reports. The records search identified six cultural resources within a half mile of the Project (see Table 4.5-1). Each of these resources are historic in age (i.e., "post-contact") and none are recorded within the Project boundaries. Resource P-36-011277, a historic railroad spur, is the closest of these resources, located approximately 660 feet west of the Project site.

**Table 4.5-1**
**Cultural Resources Within a Half-Mile of the Project Site**

| Resource # | Resource Type/ Description | NRHP Eligible? | Distance and Direction from the Project site |
|---|---|---|---|
| P-36-011276 | Historic / Refuse Scatter | Unknown | 1,420 feet to the north |
| P-36-011277 | Historic Built / Railroad Spur | Unknown | 660 feet to the west |
| P-36-011278 | Historic Built – Single Family Residence | 1 | 1,230 feet to the north |
| P-36-011279 | Historic Built – Single Family Residence | 1 | 1,280 feet to the north |
| P-36-011280 | Historic Built – Single Family Residence | 1 | 1,400 feet to the north |
| P-36-011281 | Historic Built / Cucamonga Pioneer Winery District | 2 | 1,600 feet to the north |

Source: Table 1, Duke CMR 2023 (Appendix E)(no addresses given for three listed residences)

1 Not Evaluated or Needs Re-evaluation for National (NR) or California (CR) Registers.

2 Appears eligible for NR individually through survey evaluation.

The CRA fieldwork found remnants of an irrigation feature on the Project site made out of mortar and rebar located approximately 380 feet west of Utica Avenue and 55 feet south of the northern parking lot. This feature appears to be in the same location as a visible irrigation feature from the late 1950s aerial photograph. However, there are no associated resources with this structure, it is in poor condition, and irrigation features of this nature are not considered to be significant as little information can be learned from it and they are common in this area. Therefore, the CRA concluded this feature and unidentified associated subsurface components do not meet the criteria for inclusion to the National Register[8] or California Register[9]. No additional cultural resources were observed as part of the CRA fieldwork.

In addition to the SCCIC-listed resources, the City maintains its own "Local Inventory of Historic Resources" most recently updated in 2011. This inventory indicates no locally designated or listed resources, which are mainly older homes, are on or adjacent to the Project site. The closest resource on this local list to the Project site is a residence at 10153 8th Street in a residential neighborhood approximately 0.5-mile northwest of the site.

### Archaeological Resources

Native American tribes have inhabited this region for over 800 years, but their culture was fundamentally impacted by "first contact" with Europeans in 1771. The Project site is located within the Gabrielino/Tongva ethnographic territory. Adjacent native groups include the Chumash and Tataviam/Alliklik to the north, Serrano and Cahuilla to the east, and Juaneño to the south. The Project site is located on alluvial plains near the base of the San Gabriel Mountains in the northeastern portion of the traditional Gabrielino/Tongva territory.

The term “Gabrielino” denotes those native peoples who were administered by the Spanish at Mission San Gabriel which included people from the traditional Gabrielino territory as well as other nearby groups. Many modern Gabrielino identify themselves as descendants of the indigenous people who lived within the Los Angeles Basin and refer to themselves as Tongva. Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands: San Clemente, San Nicolas, and Santa Catalina. The Tongva established large permanent villages and smaller satellite camps in locations from the San Gabriel Mountains to the southern Channel Islands. Recent ethnohistoric work suggests a total tribal population of nearly 10,000, which is about twice that of earlier estimates. The Tongva village of *Kuukamonga* (or Kukamogna) was located in the vicinity of modern Rancho Cucamonga. Prior to European contact and subsequent assimilation, the Tongva practiced both burial and cremation. As a result of pressure from Spanish missionaries, cremation essentially ceased during the post-Contact period.

According to modern day Tongva descendants[4]:

> *”It was the labor of the Gabrieleño who built the missions, ranchos and the pueblos of Los Angeles. They were trained in the trades, and they did the construction and maintenance, as well as the farming and managing of herds of livestock. The Gabrieleño are the ones who did all this work, and they really are the foundation of the early economy of the Los Angeles area. That's a contribution that Los Angeles has not recognized-the fact that in its early decades, without the Gabrieleño, the community simply would not have survived."*

Today there are a number of Native American tribal groups representing descendants of the indigenous peoples of this region. The two groups that have expressed an interest in the proposed Project are the Gabrieleno Band of Mission Indians - Kizh Nation[4] (GBMI-KN), and the Yuhaaviatam of San Manuel Nation[5] (YSMN) formerly known as the San Manuel Band of Mission Indians. The GBMI-KN represent descendants from the Gabrielo ancestral territory while the YSMN represents descendants from the Serrano ancestral territory (east of the Gabrielino territory and including the San Bernardino Mountains. It should also be noted that the local tribes consider the entire region sensitive for archaeological resources even where archaeological reports indicate negative results.

The records search conducted as part of the CRA[1] found no recorded archaeological or tribal cultural sites within a half-mile of the Project site. The CRA also included an inquiry to the NAHC[10] to determine the presence of any known sacred sites or Native American cultural resources within the boundaries of the proposed Project and their results were negative.

### 4.5.2 – REGULATORY FRAMEWORK

#### Federal

National Historic Preservation Act of 1966

Enacted in 1966, the National Historic Preservation Act (NHPA) (16 U.S.C §§ 470 et seq.) declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), established the position of State Historic Preservation Officer (SHPO), provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHPA, assist Native American tribes in preserving their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e., historic properties) prior to undertakings**.**

Section 106 of the Federal Guidelines

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the NRHP and that the ACHP and SHPO must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings.

National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria[8]:

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: It is associated with the lives of persons who are significant in our past.

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act (NAGPRA) of 1990

The NAGPRA of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation

**State**

California Environmental Quality Act (CEQA)

CEQA provides criteria to evaluate whether a building, structure, object, or site is significant. Under CEQA Guideline §15064.5(a), historic resources include the following those meeting the criteria listed below.

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4850 et seq.)

(2) A resource included in a local register of historical resources, as defined in §5020.1(K) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of §5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, providing the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historic Resources (Pub. Res. Code §5024.1, Title 14 CCR, Section 4852) including the following:

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

(4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to §5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in §5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code §5020.1(j) or 5024.1. In accordance with CEQA, properties designated or eligible at all levels are deserving of protection by a lead agency when any undertaking proposes to demolish or alter any such property.

Typically to be considered an historic resource under CEQA, the structure in question must at least be considered eligible for local listing. However, in some cases a structure may be considered ineligible such as after detailed historic or architectural assessment, and thus would no longer be considered an historic resource under CEQA.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private

groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change (CA Public Resources Code)." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria[11] as listed above under CEQA.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks (CHLs)

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below[12]. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the designation of CHL No. 770. CHLs No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California); or
- Associated with an individual or group having a profound influence on the history of California. A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest[13] are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Point or Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county).
- Associated with an individual or group having a profound influence on the history of the local area.
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

Native American Heritage Commission, Public Resources Code Sections 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

California Native American Graves Protection and Repatriation Act of 2001

Codified in the California Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill (AB) 52

Public Resources Code section 21084.2 codified AB 52 which specifies that a Project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a Project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed Project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill makes the above provisions applicable to CEQA projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015.

Health and Safety Code, Sections 7050 and 7052

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

PRC Section 5097.91, PRC Section 5097.98, PRC Section 5097.94 and the Native American Heritage Commission

PRC Section 5097.91 established the NAHC, the duties of which include inventorying places of religious or social significance to Native Americans and identifying known graves and cemeteries of Native Americans on private lands. PRC § Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

PRC Section 5097.94 establishes the powers and duties of the NAHC, including, but not limited to:

a) To identify and catalog places of special religious or social significance to Native Americans and known graves and cemeteries of Native Americans on private lands. The identification and cataloging of known graves and cemeteries shall be completed on or before January 1, 1984. The commission shall notify landowners on whose property the graves and cemeteries are determined to exist and shall identify the Native American group most likely descended from those Native Americans who may be interred on the property.

b) To make recommendations relative to Native American sacred places that are located on private lands, are inaccessible to Native Americans, and have cultural significance to Native Americans for acquisition by the state or other public agencies for the purpose of facilitating or assuring access thereto by Native Americans.

c) To make recommendations to the Legislature relative to procedures that will voluntarily encourage private property owners to preserve and protect sacred places in a natural state and to allow appropriate access to Native American religionists for ceremonial or spiritual activities.

California Public Records Act

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

Penal Code, Section 622.5

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

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City's General Plan provides guidance to promote the City's goals for current and future development. This chapter also contains goals and policies to guide development to be compatible with historic development.

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

**Policy LC-1.2** Quality of Place. Ensure that new infill development is compatible with the existing, historic, and envisioned future character and scale of each neighborhood.

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

Resource Conservation Element

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

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

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

**Policy RC-4.2** Discovery of Human Remains. Require that any human remains discovered during implementation of public and private projects within the

city be treated with respect and dignity and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.

**Policy RC-4.3** Protected Sites. Require sites with significant cultural resources to be protected.

**Policy RC-4.4** Preservation of Historic Resources. Encourage the preservation of historic resources, buildings, and landscapes.

**Policy RC-4.5** Historic Buildings. Encourage the feasible rehabilitation and adaptive reuse of older buildings.

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

Ordinance No. 848

As outlined in RCMC Section 17.18.020, the City's Historic Preservation Ordinance (Ordinance No. 848) was adopted by the City Council in 2011 and allows the council to designate Historic Landmarks, Points of Historic Interest, and Historic Districts as described below:

Designation Criteria for Historic Landmarks

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

Designation Criteria for Points of Historic Interest

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

Designation Criteria for Historic Districts and Conservation Districts

- The Council may designate a property or collection of properties as a Historic District if the proposed district meets the requirements of both paragraphs B and C of this paragraph Section.
- Historic Districts must meet at least one of the following criteria:
    - It has an identifiable, clear, and distinct boundary that possesses a significant concentration of structures sharing common historical, visual, aesthetical, cultural, archaeological, or architectural plan or physical development; or
    - It demonstrates character, interest, or value as part of the development, heritage, or cultural characteristics of the community, state, or country; or
    - It is the site of a significant local, state, or national event; or
    - It is associated with the lives of persons important to local, state, or national history; or
    - It is identifiable as the work of a master builder, designer, architect, artist or landscape architect whose individual work has influenced the development of the community, county, state, or country.
- Historic Districts must retain integrity from their period of significance with respect to their location, design, setting, materials, workmanship, feeling and association. Not all properties in a proposed district need to retain all such original aspects, but a substantial number of such properties and structures must retain sufficient integrity to convey the historic, cultural, or architectural significance of the district. Neither deferred maintenance within a proposed district nor the dilapidated condition of its constituent buildings and landscapes shall, on its own, be equated with a loss of integrity. Integrity shall be judged with reference to the particular characteristics that support the district's eligibility.
- Conservation Districts: The Council may designate a property or collection of properties that do not qualify as a Historic District as a Conservation District is the proposed district has either:

- A Distinctive, cohesive, and identifiable setting, character, or association that make it unique and an integral part of the city's identity; or
- A recognized neighborhood identity and a definable physical character and either high artistic value or a relationship urban centers or Historic Districts that makes conservation of the proposed Conservation District essential to the city's history or function.

## 4.5.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to historic, cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

## 4.5.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to historic resources, archaeological resources, and human remains which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

**Historic Resources**

***Impact CUL-1 – Would the project cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?***

*Analysis of Impacts*

Although there are local historic resources in the surrounding area, mainly to the north, no significant historical resources or artifacts were found on the Project site. The remnants of a water feature, most likely some kind of watering improvement, were found onsite but the CRA[1] concluded it was not a significant historical resource and did not recommend additional research or mitigation for its loss. Impacts will be less than significant and no mitigation is required.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Archaeological Resources**

***Impact CUL-2 – Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

*Analysis of Impacts*

The CRA found no evidence from past studies, archival research, or onsite fieldwork that indicate the Project site contains archaeological or Native American tribal resources. The CRA[1] also concluded the site has a low potential to impact cultural resources, so no mitigation was recommended by the CRA. However, the websites of the two local tribes consulting on this Project (GBMI-KN and YSMN)[14, 15] state they consider all of their tribal lands to have the potential to yield Native American tribal resources.

During their consultation on the Project, these tribes recommended three measures to adequately address finding unanticipated archaeological/tribal resources during grading of the site (see Appendix A). The CRA found no significant impacts to archaeological resources. However, three project -specific conditions of approval (COA-C-1 through COA-C-3) will be implemented at the request of the consulting tribes to further reduce potential impacts to tribal cultural resources. For detailed information on the consultation process and results, refer to Section 4.18, *Tribal Cultural Resources*.

*General Plan Conditions of Approval*

The City General Plan contains the following eight (8) standard conditions of approval (COAs) relative to cultural resources (see Appendix N-1):

- COA 5.5-1: Historical Landmarks. The CRA determined the project site does not contain any historical landmarks so this condition does not apply.
- COA 5.5-2: Human Remains. COA-C-3 addresses this issue and was recommended by the consulting Native American tribes so the requirements of this condition have been met.
- COA 5.5-3: Historical Age Buildings. The CRA determined the project site does not contain any buildings 50 years or older so this condition does not apply.
- COA 5.5-4: Historical Assessment. The CRA conducted a preliminary assessment of onsite buildings and found none that met the criteria for historical significance, so this measure does not apply.
- COA 5.5-5: Relocation or Rehabilitation of Historical Buildings. The CRA conducted a preliminary assessment of onsite buildings and found none that met the criteria for historical significance, so this measure does not apply.
- COA 5.5-6: Demolition of Historical Buildings. The CRA conducted a preliminary assessment of onsite buildings and found none that met the criteria for historical significance, so this measure does not apply.
- COA 5.5-7: National Register Listing. The CRA conducted a preliminary assessment of onsite buildings and found none that met the National Register listing criteria for cultural resources, so this measure does not apply.
- COA 5.5-8: Archaeological Assessment. Per this condition a CRA was prepared by qualified personnel which recommended a project archaeologist and procedures if

unanticipated cultural resources are found during project grading. Those requirements are recommended in COA-C-1 and COA-C-2 based on input from the consulting Native American tribes. Therefore, implementation of this condition is not necessary. The three mitigation measures included in this section recommend procedures similar to those of the City's conditions but have been recommended by the two local consulting tribes so they will be implemented in lieu of the General Plan COAs.

*Project-Specific Conditions of Approval*

**COA-C-1** **Project Archaeologist.** In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and an archaeologist meeting the Secretary of Interior's professional qualification standards in archaeology shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period.

In addition, the Gabrieleno Band of Mission Indians - Kizh Nation (Gabrieleno) and the Yuhaaviatam of San Manuel Nation (San Manuel) Cultural Resources Department shall be contacted, as detailed within Mitigation Measure TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

**COA-C-2** **Unanticipated Resources.** If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the Gabrieleno Band of Mission Indians - Kizh Nation (Gabrieleno) and the Yuhaaviatam of San Manuel Nation (San Manuel) Cultural Resources Department for review and comment, as detailed in Mitigation Measure TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**COA-C-3** **Human Remains.** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

It should be noted that, even without these specific COAs, the Project impacts would be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Human Remains**

***Impact CUL-3 – Would the project disturb any human remains, including those interred outside of formal cemeteries?***

*Analysis of Impacts*

As grading has occurred in the surrounding region, human remains have sometimes been found, and sometimes these remains are of Native American origin. State Health and Safety Code Section 7050.5 declares that in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified[6]. Health and Safety Code Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives. At the request of consulting Native American tribes, one project-specific condition of approval (COA-3) has been included in the EIR to address the possibility of finding human remains of Native American origin during Project grading. With implementation of standard and project-specific conditions of approval, potential impacts in this regard will be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact CUL-4 – Would the project cause substantial adverse cumulative impacts with respect to cultural resources?***

*Analysis of Impacts*

The extent of grading for the level of expected future development in the City and surrounding areas (approx. 5-mile radius) would be substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). Although none of the local cumulative projects are adjacent to the Project site, they are generally urban in nature and likely do not contain substantial important historical or archaeological resources such as extensive artifact collections, Native American burials, historical buildings, etc. Those resources are more likely to be located along major drainages or in the San Gabriel Mountain foothills to the north (Cumulative Projects #46-54). The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of

the Project site at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*). That site is a vacant lot adjacent to a fully improved flood control channel.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate if any projects might actually be under construction at the same time as the proposed Project. discover unanticipated cultural resources.

With anticipated regulatory compliance, Project impacts on archaeological would be less than significant. Similarly, impacts identified as part of the CEQA and development review process on the identified cumulative development projects within the City of Rancho Cucamonga, the cities of Jurupa Valley, Fontana, or the County of San Bernardino would all have similar standard conditions to protect unanticipated archaeological resources, including human burials. Therefore, with anticipated regulatory compliance, the Project would not make a substantial contribution to any significant cumulative impacts regarding archaeological resources including human burials.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.5.5 - REFERENCES

1 Duke CRM. *Cultural and Paleontological Resources Assessment for the El Camino Project, City of Rancho Cucamonga* (CRA). November 9, 2023 (Appendix E).

2 City of Rancho Cucamonga. *Envision Rancho Cucamonga General Plan: Existing Conditions Atlas*. November 2017.

3 Bai Tang. *Identification & Evaluation of Historic Properties: Fourth Street Recycled Water Pipeline in and near the Cities of Ontario and Rancho Cucamonga, San Bernardino County, CA* 2002.

4 Email Correspondence from Savannah Salas with the Gabrieleno Band of Mission Indians - Kizh Nation to Sean McPherson, City of Rancho Cucamonga, on September 7, 2023 (see Appendix B).

5 Email Correspondence from Jamie Nord with the Yuhaaviatam of San Manuel Nation Cultural Resources Department to Sean McPherson, City of Rancho Cucamonga, on September 6, 2023 (see Appendix B).

6 California Health and Safety Code, Section 7050.5.

7 California Association of Environmental Professionals (CAEP 2024). CEQA Portal, Website accessed May 2024. https://ceqaportal.org/

8 U.S. National Park Service (USNPS 2024). *National Register of Historic Places*. Website accessed May 2024. https://www.nps.gov/subjects/nationalregister/index.htm

9 State Historical Resources Commission (SHRC 2024). California Register of Historic Resources. Website accessed May 2024. https://ohp.parks.ca.gov/?page_id=21238

10 Native American Heritage Commission (NAHC 2024). Website accessed May 2024. https://nahc.ca.gov/

11 California State Parks Department. *California Register of Historical Resources* (CRHR 2024). Website accessed May 2024. https://ohp.parks.ca.gov/?page_id=21238

12 California State Parks Department. *California Historical Landmarks* (CHL 2024). Website accessed May 2024. https://ohp.parks.ca.gov/?page_id=21387

13 California State Parks Department. *California Points of Historical Interest* (CPHI 2024). Website accessed May 2024. https://ohp.parks.ca.gov/?page_id=21750

14 Gabrieleno Band of Mission Indians - Kizh Nation Website. May 2024. https://gabrielenoindians.org/

15 Yuhaaviatam of San Manuel Nation Website. May 2024. https://sanmanuel-nsn.gov/culture/history

16 City of Rancho Cucamonga. *Local Inventory of Historic Resources*. 2011.

## 4.5.6 - ACRONYMS

| | |
|---|---|
| AB 52 | Assembly Bill 52 which set up a 2nd Native American tribal consultation process |
| ACHP | Advisory Council on Historic Preservation |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CHL | California Historical Landmarks |
| CHRIS | California Historical Resources Information System |
| CRA | Cultural Resources Assessment |
| CRHP | California Register of Historical Resources |
| GBMI-KN | Gabrieleno Band of Mission Indians - Kizh Nation |
| NAGPRA | Native American Graves Protection and Repatriation Act |
| NAHC | Native American Heritage Commission |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| PlanRC | City of Rancho Cucamonga's current General Plan |
| PRC | Public Resources Code (state) |
| SB 18 | Senate Bill 18 which set up the 1st Native American tribal consultation process |

| | |
|---|---|
| SCCIC | South Central Coastal Information Center |
| SHPO | State Historic Preservation Officer |
| YSMN | Yuhaaviatam of San Manuel Nation - Cultural Resources Department |

# 4.6 – Energy

This section describes the existing environmental and regulatory energy setting for the proposed Project and evaluates the Project's potential energy impacts. The quantification and evaluation of the proposed Project's energy impacts was done in coordination and consistent with the methodologies and assumptions used to evaluate the Project's potential air quality impacts (see Section 4.3), greenhouse gas (GHG) impacts (see Section 4.8), and transportation impacts (see Section 4.17), and much of the information presented in this section derived from emissions and transportation modeling conducted for the Project. Refer to Appendix C for detailed air quality, GHG, and energy modeling data.[1] It should be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

## 4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (U.S. EIA), California is the second largest energy consumer, second only to Texas in total energy consumption, but is fourth lowest in terms of energy per capita consumption. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources.[2]

### Defining Energy: Sources, Units, and Means of Production

***Electricity.*** Electricity is the flow of electrical power or charge (i.e., the movement of electrons between atoms). It is produced by converting sources of primary energy such as coal, natural gas, nuclear, hydropower, wind, and solar, into electrical power through various means. Generators and solar photovoltaic (PV) cells are two of the primary pieces of equipment used to produce and supply electricity to the grid. The following describes the processes through which electricity is generated by these pieces of equipment.

- Generators. Turbine generators convert mechanical or chemical energy into electricity. At its simplest form, an electrical generator is an electromagnet, moving wire near a magnet to direct the flow of electricity. Turbine generators do this by using a moving fluid (e.g., water, steam, combustion gases, or air) to push rotator blades that are attached to a generator. The rotation of magnets and wires within the generator produce an electromagnetic current, directing electrical flow.
- Solar PV Cells. Solar PV cells convert solar energy directly into electricity. They are made up of semiconductor material that absorb sunlight and generate an electrical current. This current is captured and transferred to wires so that it can be utilized at a different location.

Electricity production can be grouped into two main categories; electricity that is generated from renewable sources (e.g., solar and wind) and electricity that is generated from non-renewable sources (e.g., fossil fuel combustion). Table 4.6-1 and Table 4.6-2 summarize the primary renewable and non-renewable sources of electricity, respectively, as well as how the energy from the various sources is converted into electricity.

**Table 4.6-1**
**Renewable Sources of Electricity Production**

| Source | Electricity Production Process |
|---|---|
| Wind | Wind can be converted to electricity through the use of a wind turbine (historically referred to as "windmills"). Electricity from this source is produced when wind causes the turbine's blades to turn. The amount of electricity generated by a wind turbine is dependent on a number of factors, but is primarily related to how much wind energy can be collected at a given time. Wind turbines with longer blades have the capacity to generate more electricity than those with smaller blades, because they can collect more of the wind's energy. A small wind turbine could generate a similar output as a larger one, but the smaller one would need to be subject to higher wind speeds. Wind power plants, or wind farms, are composed of multiple wind turbines spread out over a large area. |
| Solar | The sun's energy can be converted into electricity by using solar PV cells, which produce electricity when photons from the solar energy are absorbed by the semiconductor material in the PV cell. Electrons are dislodged from the semiconductor material and absorbed by electrical conductors, which are connected in an electrical circuit. Electricity flows through the electrical circuit to an external device, such as a battery or an inverter.(A) Solar energy production can be increased with additional PV cells. PV cells can be connected in solar panels, and groups of solar panels can be connected into a solar array. One PV cell may power small devices such as calculators, small solar arrays may power individual residential or commercial buildings, and large arrays may produce power for utilities. |
| Hydroelectric | Hydroelectric energy is produced by using a naturally-flowing water source (e.g., from a river or dam) to spin the blades of a turbine, which is typically located on or adjacent to the body of water. Water is piped from a location upstream of the facility, through the turbine, and released back into the environment on the downstream side of the facility. The amount of electricity produced by a hydroelectric generator can be regulated by controlling the amount of water flowing through the turbine at a given time (e.g., greater water flow would produce more electricity). |
| Geothermal | Geothermal energy is produced by utilizing underground high-temperature hydrothermal resources to create steam (or superheat evaporate and other working fluid) that turns a turbine. Hot water is piped in one side of the system, used to turn the turbine, then piped back to a cooling tower before being piped underground. These power plants can pipe steam or hot water from wells that reach up to two miles into the earth. |

Source: U.S. EIA[3,4,5,6]

(A) An inverter is a device that converts the type of electricity that is produced by PV cells (direct current, or DC, electricity) to the type of electricity that is used in appliances or in an electrical grid (alternating current, or AC electricity).

**Table 4.6-2**
**Non-Renewable Sources of Electricity Production**

| Source | Electricity Production Process |
|---|---|
| Fossil Fuels | Combusting fossil fuels releases energy that can be harnessed and turned into electricity. The change in air pressure as a result of burning the material can be used to create a mechanical process that rotates a generator (e.g., using the hot air from the combusted material to move rotator blades within a generator or pistons within an internal combustion engine). Fossil fuels are hydrocarbons formed from plant and animal remains that were placed under heat and pressure from layers of sand, silt, and rock. Fossil fuels can include coal, crude oil, and natural gas. Petroleum products such as gasoline and diesel are produced from refining fossil fuels. |
| Nuclear | Nuclear reactors convert energy to electricity by using the heat from a nuclear reactor to evaporate water (i.e., producing steam) that rotates a turbine. Although nuclear energy is not renewable, it is often considered "green" and considered alongside renewable sources because it is a carbon-free source of electricity. |
| Source: U.S. DOE[7], U.S. EIA[8,9] | |

Electricity production relies on different energy sources and technologies. A combination of the renewable and nonrenewable energy sources described above are used to generate electricity.

Electricity is measured in watts (W), a unit of power. For example, household lightbulbs are typically rated to consume 10 W to 50 W power. Electricity use over time can be measured in watt-hours (Wh), where, for example, one Wh is the equivalent of one W generated or consumed over the course of one hour. For example, if a 50 W lightbulb was on for one hour it would consume 50 Wh of electricity. If it was on for 100 hours, it would consume 5,000 Wh of electricity.

Energy consumption in larger quantities is usually presented using, kilo-, mega-, and giga- prefixes, which correspond to one-thousand, one-million, and one-billion of something, respectively. These prefixes are typically used in the following contexts when describing electricity production and consumption.

- Kilowatts (kW), or 1,000 Watts, are typically used to describe large appliance and building-scale electricity consumption. For example, the average Californian household consumed 6,174 kilowatt-hours (kWh) of electricity in 2019.[10]
- Megawatts (MW), are 1,000 kW, or one million Watts. Megawatts may be used when discussing utility systems. For example, from October 2024 to November 2024, the U.S. added 5,845 MW of summer solar power generating capacity.[11]
- Gigawatts (GW), are 1,000 MW, one million kW, or one billion watts. Gigawatts may be used when discussing statewide electricity generation. For example, in 2022, California generated 215,623 gigawatt-hours (GWh) of electricity in-state.[12]

***Natural Gas.*** Natural gas is a fossil fuel-based energy source that is typically found between layers of rock or with deposits of crude oil. Natural gas can be extracted by drilling in wells or fracking. After extraction, natural gas is sent to a processing facility and then to storage or to natural gas companies.

Biomethane, also known as renewable natural gas, can be used as a substitute for fossil natural gas. Biomethane is a gas formed from the decomposition of organic matter, composed primarily of methane and carbon dioxide. It can be produced from solid waste landfills, wastewater treatment plants, food waste, organic waste, and livestock farms. Biomethane is then treated to remove contaminants and gases such as carbon dioxide until the methane content is greater than 90%.[13]

Natural gas can be measured in units such as therms or British thermal units (Btu), which are quantities of heat, or cubic feet, which is a volume. The U.S. EIA defines a Btu as the quantity of heat required to raise the temperature of 1 pound of liquid water by 1 degree Fahrenheit at the temperature at which water has its greatest density (approximately 39 degrees Fahrenheit).[14] One therm is the equivalent of 100,000 Btu. Since heat quantity and volume cannot be converted directly, there is not one conversion rate between therms and cubic feet. However, the units can be converted if the heat content per volume is known. Nationwide, the average heat content of natural gas in 2023 was approximately 1,038 Btu per cubic foot.[15]

***Fuels Used for Transportation.*** Fuels used for transportation may include diesel, gasoline, natural gas, electricity, and hydrogen. Diesel, gasoline, and natural gas fuels have traditionally been refined from crude oil. Combusting these fuel sources in an engine releases energy that can be transferred into making an object move (e.g., rotating a vehicle's driveshaft or a boat's propeller). Diesel, which can also be biomass based,[i] is typically used in larger pieces of equipment, such as trucks, trains boats, buses, farm equipment, and construction equipment. Gasoline (which may be blended with other liquids, such as ethanol), electricity, and hydrogen fuel cells[ii] are primarily used to power passenger vehicles.

### Historical and Current Energy Production and Consumption Habits

***National.*** Total U.S. energy consumption has increased in recent decades; however, per capita energy consumption has generally decreased since the year 2000. This is due to factors such as greater energy efficiency in appliances, vehicles, and utility scale electricity generation and a reduction in energy-intensive manufacturing.[16] The following describes historical energy production and consumption trends in the U.S.

#### Electricity

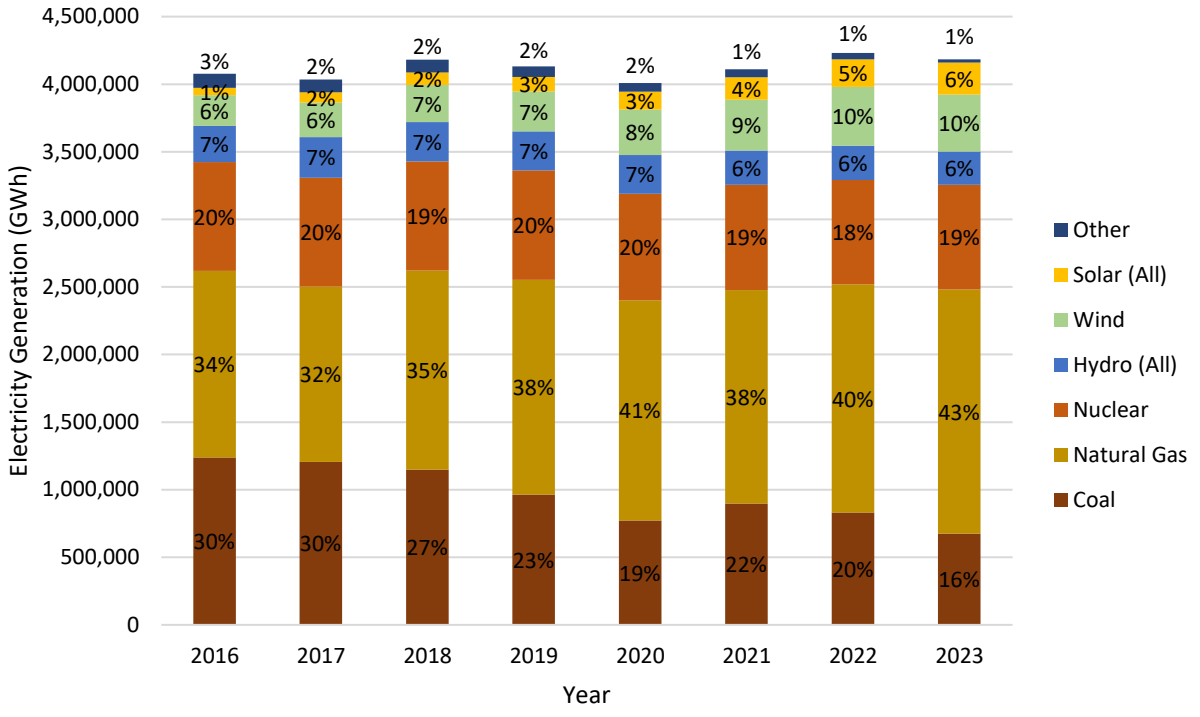
The mix of energy sources for U.S. electricity generation has shifted in recent decades but has primarily consisted of electricity generated from natural gas, coal, nuclear, hydroelectric, wind, and solar energy sources. Table 4.6-3 depicts nationwide electricity generation by source for 2016 to 2023.

[i] Biodiesel and renewable diesel are both produced from non-petroleum sources such as vegetable oil and animal fat. Biodiesel is consumed after it is blended with petroleum diesel. While renewable diesel may also be blended with petroleum diesel, renewable diesel can be transported and consumed directly without needing to be blended with petroleum.

[ii] Hydrogen fuel cells can produce electricity by combining hydrogen and oxygen atoms.

**Table 4.6-3**
**United States Electricity Generation (2016 to 2023)**

| Energy Source | Electricity Produced Per Calendar Year (Thousand GWh) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Natural Gas | 1,379 | 1,298 | 1,472 | 1,589 | 1,627 | 1,579 | 1,687 | 1,806 |
| Coal | 1,239 | 1,206 | 1,149 | 965 | 773 | 898 | 832 | 675 |
| Nuclear | 806 | 805 | 807 | 809 | 790 | 780 | 772 | 775 |
| Hydroelectric | 268 | 300 | 293 | 288 | 285 | 252 | 255 | 245 |
| Wind | 227 | 254 | 273 | 296 | 338 | 378 | 434 | 421 |
| Solar | 55 | 77 | 93 | 107 | 131 | 164 | 205 | 239 |
| Other[A] | 104 | 95 | 94 | 77 | 66 | 59 | 46 | 22 |
| Total Electricity | 4,078 | 4,035 | 4,181 | 4,131 | 4,010 | 4,110 | 4,231 | 4,183 |
| *Fossil Fuels[B]* | *2,618* | *2,504* | *2,621* | *2,553* | *2,400* | *2,477* | *2,519* | *2,481* |
| *Non-Hydroelectric Renewables[C]* | *282* | *332* | *366* | *403* | *469* | *543* | *639* | *660* |
| *Total Carbon Free Electricity[D]* | *1,355* | *1,437* | *1,466* | *1,500* | *1,544* | *1,574* | *1,666* | *1,680* |




Sources: U.S. EIA[17]
(A) "Other" sources include electricity production from petroleum coke and liquids, other gases, geothermal, and biomass.
(B) Fossil fuels include natural gas and coal.
(C) Non-hydroelectric renewables include wind and solar.
(D) Carbon-free energy sources consist of nuclear, hydroelectric, and renewable fuels.

As shown in Table 4.6-3, the amount of electricity produced from the different sources of energy varied between 2016 and 2023. Electricity production from fossil fuels (natural gas and coal), while remaining the predominant source of energy for electricity, decreased from a combined composition of approximately 64% in 2016 to approximately 59% in 2023. In particular, there was a large shift away from coal and toward natural gas over this timeframe. Whereas in 2016 the

the total contribution to electricity production from coal (30%) and natural gas (34%) were similar, in 2023 the contribution from coal (16%) was much less than natural gas (43%). Nuclear power plants were the second largest generator of electricity nationwide, while electricity from renewable sources (e.g., solar, wind, hydroelectric) comprised less than a quarter of all electricity production; however, the overall electricity contribution from renewable sources, and in particular wind energy, approximately doubled over the 2016 to 2023 timeframe. While the nation's source of energy production varied from 2016 to 2023, the total amount of annual energy produced from all sources was generally constant between 4,000 and 4,200 thousand GWh of production.

**Natural Gas**

Nationwide natural gas consumption has increased in recent decades. In 1990, the U.S. consumed 24,369 billion cubic feet of natural gas, which increased to approximately 32,500 billion cubic feet of natural gas in 2023.[18,19]

**Transportation Fuels**

Petroleum products (e.g., gasoline and diesel) have historically been the predominant form of energy used within the transportation sector. Annual consumption of gasoline in the transportation sector increased from approximately 85.7 billion gallons per year in 1970 to approximately 131.1 billion gallons per year in 2023, an approximately 53% increase.[20] Gasoline consumption has fluctuated slightly since 2007 (i.e., increasing and decreasing) but has generally remained at or around 135 billion gallons per year, deviating only from the trend at the start of the COVID-19 pandemic in 2020. The use of diesel fuel increased at a substantially faster rate across the 1970 to 2023 timeframe, from approximately 11.3 billion gallons of consumption in 1970 to approximately 45.4 billion gallons in 2023, a 400% increase.[20] Unlike gasoline consumption, which is still slightly down from pre-COVID-19 levels, diesel consumption has generally remained constant. Although petroleum productions are the primary forms of energy used within the transportation sector, other fuels are used to lesser extents, including jet fuel (also petroleum), natural gas, biofuels, and other sources (e.g., fuel oil, lubricants, propane, and electricity).

In 2022, petroleum products (gasoline, diesel, and jet fuel) accounted for approximately 90% of energy consumption in the transportation sector nationwide. Gasoline is currently the main transportation fuel used in the U.S., accounting for approximately 52% of energy consumption in the transportation sector and is followed by diesel at 23% and jet fuel at 12%. Electricity accounted for less than one percent energy consumption in the U.S. transportation sector in 2021.[21]

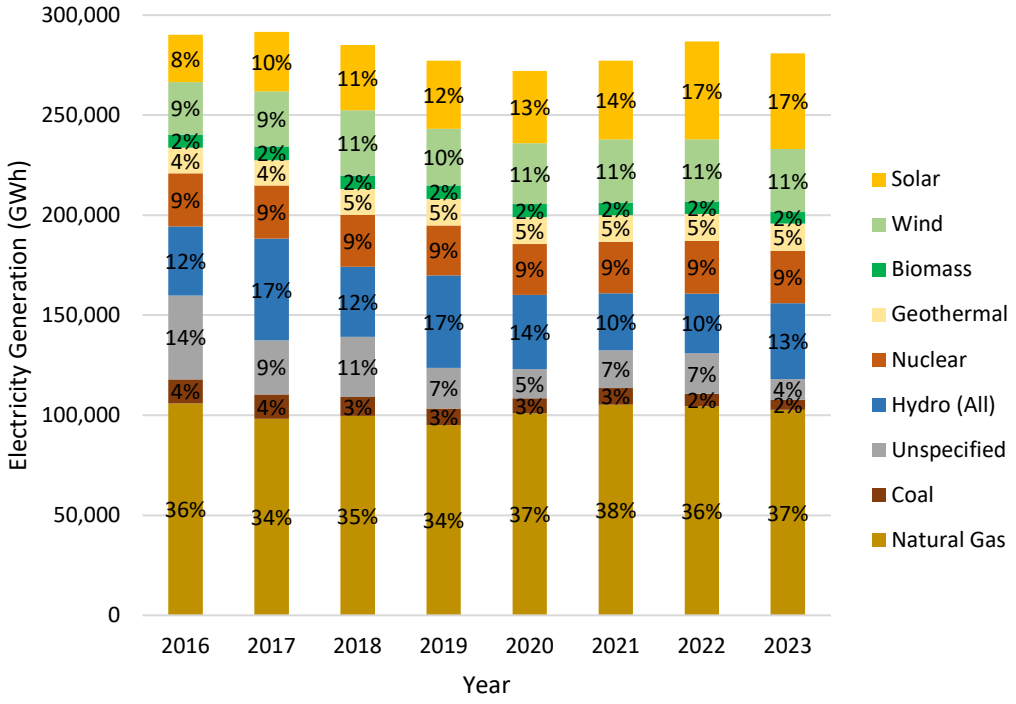
***State.*** According to the U.S. EIA, California is the most populous state in the U.S., representing 12 percent of the total national population, has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. In 2023, California led the nation in electricity generation from solar and geothermal and was the second-largest producer of electricity from biomass.[22]

**Electricity**

As discussed above, California has one of the lowest per capita energy consumption levels in the U.S, which, in part, is attributable to its extensive efforts to increase energy efficiency. The State has also passed several legislative bills that have required retail-energy suppliers to

**Table 4.6-4**
**California Electricity Generation (2016 to 2023)**

| Energy Source | Electricity Produced Per Calendar Year (Thousand GWh) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Natural Gas | 106 | 98 | 100 | 95 | 101 | 105 | 104 | 103 |
| Coal | 12 | 12 | 9 | 8 | 7 | 8 | 6 | 5 |
| Petroleum / Other | <0.5 | <0.5 | <0.5 | <0.5 | 1 | 1 | <0.5 | <0.5 |
| Nuclear | 27 | 27 | 26 | 25 | 25 | 26 | 26 | 26 |
| Hydroelectric | 34 | 51 | 35 | 46 | 37 | 28 | 30 | 38 |
| Wind | 26 | 27 | 33 | 28 | 30 | 32 | 31 | 31 |
| Solar | 24 | 30 | 33 | 34 | 36 | 39 | 49 | 48 |
| Geothermal | 13 | 13 | 13 | 13 | 13 | 13 | 13 | 14 |
| Biomass | 7 | 7 | 7 | 7 | 7 | 6 | 6 | 6 |
| Unspecified(A) | 42 | 27 | 30 | 20 | 15 | 19 | 20 | 10 |
| Total Electricity(B) | 291 | 292 | 285 | 278 | 273 | 278 | 287 | 281 |
| *Fossil Fuels(C)* | 118 | 110 | 109 | 103 | 108 | 114 | 111 | 108 |
| *Non-Hydroelectric Renewables(D)* | 69 | 77 | 85 | 82 | 86 | 90 | 100 | 99 |
| *Carbon Free Electricity(E)* | 61 | 77 | 61 | 71 | 63 | 54 | 56 | 64 |




Sources: CEC[23]

(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind, solar, geothermal, and biomass.
(E) Carbon-free energy sources consist of nuclear and hydroelectric.

(A) "Unspecified" power is power that could not be traced to a facility, and would include a mix of fuel types
(B) Totals may not equal due to rounding
(C) Fossil fuels include natural gas and coal.
(D) Non-hydroelectric renewables include wind, solar, geothermal, and biomass.
(E) Carbon-free energy sources consist of nuclear and hydroelectric.

As shown in Table 4.6-4, overall electricity consumption throughout the State has remained relatively constant over the 2016 to 2023 timeframe, from approximately 291 thousand GWh in 2016 to 281 thousand GWh in 2023 (an approximately 1 percent decrease). During this time, electricity production from natural gas and coal power plants decreased slightly from a combined total of approximately 40% to approximately 39% of the total energy supply. Biomass, geothermal, and nuclear sources have remained relatively constant at 2%, 5%, and 9%, respectively, while electricity generated from wind, and solar sources has increased. Electricity production from solar had one of the biggest relative increases in electricity production, increasing from approximately 8% to 17% between 2016 and 2023 (an approximately 113% increase). In 2023, over half of California's electricity was generated from carbon-free sources, including renewables, nuclear, and hydroelectric.

Similar to U.S. electricity generation, California electricity generation has shifted, with coal decreasing, renewables increasing, and nuclear and hydroelectric remaining relatively constant. However, while the direction of the shift in energy sources on the national and statewide level is the same, the state differs from U.S. energy consumption in the scale of this shift. For example, California's energy mix used for electricity generation contains over twice the amount of renewable fuels as the U.S.[iii] California also uses a lower percentage of fossil fuels, mainly due to its low coal consumption.

**Natural Gas**

Annual natural-gas consumption in the State has fluctuated since the 1970s, but has generally remained at or around 2,100 billion cubic feet per year since the 1990s.[24] Although California has historically accounted for approximately 7% of annual nationwide natural gas consumption, its reserves and production constitute less than 1% of the total United States.[25,26]

In 2023, California consumed about 2,087 billion cubic feet of natural gas, with the majority of that consumption attributable to the industrial sector (31%, including natural gas power plants) followed by the residential (22%) and commercial (12%) sectors.[27] In 2020, approximately 88% of Californian homes used natural gas in some building system capacity, including clothes washer (77% of homes) and/or cooking appliance(s)[iv] (70% of homes).[28,29]

**Transportation**

California's transportation sector consumed 74.7 MMBtu of energy per capita in 2022, which ranked 36th in the nation.[30] This means that California had the 16th best transportation energy per capita rate (i.e., most efficient) in the United States, including the District of Columbia. Much of the State's efficiency with regard to the amount of transportation energy consumed per capita can be attributed to the increase in vehicle fuel efficiency standards required by the State.

California's production of gasoline and diesel fuels supplies both in- and out-of-state demand; however, most gasoline and diesel fuel sold in California for motor vehicles is refined within the state to meet state-specific formulations required by CARB (i.e., these fuels typically are not imported from out of state). Crude oil extraction and production has been decreasing since the mid-1980s (from a peak of approximately 402 million barrels in 1986 to 124 million barrels in

[iii] Whereas approximately 34% of electricity in California is from renewable sources (see Table 4.6-4), only 13% of electricity generated in the greater U.S. is from renewable sources (see Table 4.6-3).
[iv] Cooking appliances includes natural gas ranges, cooktops, and ovens; natural gas outdoor grills are not included in this metric.

2023) and is projected to continue to decline.[31] According to taxable sales figures available from the California Department of Tax and Fee Administration, statewide gasoline sales have decreased from approximately 14,703 million gallons in 2014 to approximately 13,565 million gallons in 2023 (an approximately 7.5% reduction); however, this trend has not been linear. Gasoline sales increased from 2014 to 2017, remained relatively constant between 2017 and 2019, and decreased in the 2020 to 2023 timeframe. This decrease is most likely attributable the shelter-in-place orders imposed due to the COVID-19 pandemic, but is also likely associated with vehicle turnover (i.e., from older, less fuel efficient cars to newer models) across the same timeframe.[32],[33] Statewide diesel fuel sales have generally increased, from approximately 2,776 million gallons in 2014 to approximately 2,982 million gallons in 2023 (an approximately 7% increase).[34,35]

In 2022, California reached a milestone 1 million ZEVs sold, accounting for 40% of all ZEVs operating in the U.S.[36] By November 2024, California reach another milestone 2 million ZEVs sold and in the third quarter of 2024, 26.4% of all new vehicle sales in the state were ZEVs.[37] Most of the ZEVs sold to date have been electric vehicles; however, vehicles powered by hydrogen fuel cells have also been expanding in availability and use, with 14,429 hydrogen fuel cell vehicles actively registered in California as of April 2024.[38]

Transportation fuels are not used equally across different vehicle types in the state. For example, whereas light-duty vehicles (e.g., cars and pick-up trucks) are mainly powered by gasoline and electricity, medium- and heavy-duty vehicles (e.g., work trucks, semi-trucks, etc.) are generally powered by diesel. Natural gas can also be used as a fuel source in trucks and buses. Table 4.6-5 below shows a breakdown of state-wide vehicle population in 2022, by fuel type.

**Table 4.6-5**
**California Transportation Fuels by Vehicle Type (2022)**

| Vehicle Type | Breakdown in Fuel Type | | | | |
|---|---|---|---|---|---|
| | Gasoline | Diesel | Natural Gas | Electricity | Plug-in Hybrid(A) |
| Medium- and heavy-duty trucks | 8.3% | 88.7% | 3.0% | 0.0% | 0.0% |
| Light heavy-duty trucks | 53.7% | 46.3% | 0.0% | 0.0% | 0.0% |
| Buses | 33.9% | 47.6% | 18.2% | 0.3% | 0.0% |
| Light-duty vehicles | 96.1% | 0.5% | 0.0% | 2.1% | 1.3% |

Source: EMFAC2021[39]
(A) Plug-in hybrid vehicles are powered by gasoline and electricity.

Although each vehicle category may use several different fuel types, the majority of trucks in 2022 used diesel; most buses mostly used gasoline, diesel, and natural gas; and the majority of light duty vehicles used gasoline.

***Local.*** California's diverse geographic and climate conditions affect the amount of energy consumed for heating, cooling, transportation requirements, etc. The City of Rancho Cucamonga is located an urbanized area located in the City of Rancho Cucamonga, within California Energy Commission (CEC) Climate Zone 10.[40]

**Electricity**

In 2022, the latest year for which data is available, San Bernardino County consumed approximately 16,630 GWh of electricity, about 5.8% of total statewide electricity consumption that year (287,219 Gwh, see Table 4.6-4).[41] Southern California Edison and Rancho Cucamonga Municipal Utility are the utility providers in Rancho Cucamonga.[42] In 2022, Southern California Edison sold approximately 85,870 GWh of electricity and Rancho Cucamonga Municipal Utility sold approximately 102 GWh of electricity.[43]

As described in Section 4.8.1, *Existing Site GHG Emissions Estimates,* the existing beverage DC facility (including offices and parking lot) consumes approximately 7 GWh of electricity annually, while the existing 7th Street warehouse consumes approximately 0.3 GWh of electricity annually. Combined, the existing beverage DC facility and the 7th Street warehouse consume a total of approximately 7.3 GWh on annual basis.

**Natural Gas**

In 2022, the latest year for which data is available, San Bernardino County consumed approximately 54.1 billion cubic feet of natural gas, accounting for approximately 4.8% of statewide industrial (not including natural gas power plants), commercial, and residential end user consumption (1,128 billion cubic feet). The non-residential sector made up approximately 52% of county-wide consumption, while the residential sector made up approximately 48%.[44]

SoCalGas provides natural gas service to the Project area.[42] SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale of SoCalGas to all markets in 2022 was approximately 484.1 billion cubic feet.[45] As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology*, the heat content of natural gas varies. From 2018 to 2023, the heat content of the natural gas supplied by SoCalGas ranged from approximately 1,030 to 1,034 Btu per standard cubic foot.[46]

As described in Section 4.3.1, *Existing Site Air Quality Emissions Estimates*, the existing beverage DC facility (including offices) consumes approximately 4,631 MMBtu per year, while the existing 7th Street warehouse consumes approximately 1,183 MMBtu per year.[v] Combined, the existing beverage DC facility and the 7th Street warehouse consume a total of 5,814 MMBtu per year.

**Transportation**

In 2023, San Bernardino County retail sales of gasoline and diesel fuel totaled 795 million gallons and 245 million gallons, respectively. These sales volumes accounted for approximately 6.8% and 12.2% of total reported 2023 statewide gasoline and diesel sales, respectively, despite the fact the county accounts for only approximately 5.5% of the state's population.[47,48]

As described in Section 4.3.1, *Existing Site Air Quality Emissions Estimates*, the existing site generates approximately 818 daily passenger vehicle trips and 297 daily truck trips per day. The total annual vehicle miles travelled (VMT) by the existing vehicle trips, as estimated using the California Emissions Estimator Model (CalEEMod), is 6,641,862 miles per year, and the total annual fuel consumption associated with these trips is estimated to be 147,214 gallons of gasoline, 452,227 gallons of diesel, and 61,943 kWh hours of electricity per year. Refer to Section 4.6.4 for the methodology used to estimate exiting vehicle fuel consumption levels.

[v] The heat content of natural gas varies. While SoCal Gas heat content has ranged from 1,030 to 1,034 Btu over this period, CalEEMod natural gas estimates are based on an assumed heat content of 1,020 Btu per SCF, while the U.S. EPA protocols for reporting GHG emissions assumed 1,028 Btu per SCF.

## 4.6.2 – REGULATORY FRAMEWORK

### Federal

***Federal Energy Policy and Conservation Act.*** In 1975, Congress enacted the Federal Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

***Energy Independence and Security Action of 2007***. On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law. In addition to setting increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles, the act also includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards
- Building energy efficiency

The federal legislation requires ever-increasing levels of renewable fuels to replace petroleum. The U.S. EPA is responsible for developing and implementing regulations to ensure transportation fuel sold in the United State contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel produces, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the EISA, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- Expanding the RFS program to include diesel, in addition to gasoline;
- Increasing the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- Establishing new categories of renewable fuel and set separate volume requirements for each one; and
- Requiring the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces.[49]

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

***Federal Vehicle Standards.*** In 2009, the NHTSA issued a final rule regarding fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards are projected to achieve 163 grams per mile of carbon dioxide ($CO_2$) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the U.S. EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for $CO_2$ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6% to 23% over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower $CO_2$ emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.[50]

In August 2018, the U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO2 emissions.[51] NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates.[52,53]

**State**

***Title 24 Building Standards Code.*** Title 24 of the California Code of Regulations, known as the Building Standards Code, contains regulations that govern structural safety and sustainability of buildings in California. The code is organized into 12 different parts, including:

Part 6 Building Energy Efficiency Standards (BEES, or Energy Code): The CEC first adopted energy efficiency standards for residential and non-residential development in 1978 in

response to a legislative mandate to reduce energy consumption in the State. The standards are updated on an approximately three-year cycle to allow for the consideration and inclusion of new energy efficiency technologies and methods. The current 2022 BEES were adopted in August 2021, went into effect on January 1, 2023, and focused on establishing or expanding standards for electric heat pumps, for single-family homes to be electric-ready, for solar photovoltaic system and battery storage, and for ventilation systems.[54] The California Building Standards Commission approved the 2025 BEES in December 2024, and the 2025 BEES are expected take effect on January 1, 2026 as schedule.

Part 11 California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality."[55] The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). CalGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

***Senate Bill 375 (Sustainable Communities and Climate Protection Act).*** In January 2009, California Senate Bill (SB) 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were 8% by year 2020 and 13% by year 2035. In September 2010 and February 2011, the 8% and the 13% targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state.[56] The new SCAG targets are an 8% reduction in per capita passenger vehicle GHG reductions by 2020 and a 19% reduction by 2035. On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.[57]

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options

and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.
7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes: Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.[58]

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050.[59] Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[vi] Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). If implemented, Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035.

***Renewable Portfolio Standard Program.*** In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable

[vi] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

On November 17, 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring "[a]ll retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB, under its AB 32 authority, to enact regulations to achieve the goal of 33 percent renewables by 2020.

In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kWh sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

***Executive Order B-55-18, AB 1279, and SB 1020.*** On September 10, 2018, Governor Brown signed Executive Order B-55-18, to achieve carbon neutrality by moving California to 100% clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land. On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, and SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. AB 1279 codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

***Sustainable Freight Plan.*** The Sustainable Freight Plan was adopted by CARB in July 2016, and provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests.[60] The Sustainable Freight Plan includes recommendations on:

- A long-term 2050 vision and guiding principles for California's future freight transportation system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions to initiate over the next five years to make progress towards the Targets and the Vision.

- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

***Advanced Clean Trucks Program.*** The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020. The main components of the regulation are manufacturers' ZEV sales requirements and a one-time reporting requirement for large entities and fleets.

- ZEV Truck Sales. Manufactures who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
- Company and Fleet Reporting. Large employers including retailers, manufacturers, brokers and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Promoting the development and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32.

***Advanced Clean Cars Program.*** In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulations. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update function as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

***Advanced Clean Fleets Regulation.*** On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets; however, in January 2025, CARB withdrew its request for a waiver and authorization to implement the ACF rule, and is no longer enforcing the parts of the regulation that required a federal waiver. As such, the ACF only applies to state and local government fleets, which can choose between two options to meet the zero-emission requirements: a ZEV Milestone schedule or a Model Year Schedule. The ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline and would need to reach 100% zero-emission vehicles by 2042. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emissions starting in 2024 and 100% zero-emission by 2027. [vii,viii]

**Local**

***PlanRC, City of Rancho Cucamonga General Plan Update.*** PlanRC General Plan Update Volume 3, Environmental Performance, provides direction regarding preserving, protecting, conserving, re-using, replenishing, and efficiently using Rancho Cucamonga's limited natural resources.[61]

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

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

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

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

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

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

[vii] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.
[viii] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

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

**Policy RC-7.15** Utility Preservation. Public and private development within the city, including multipurpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity. With the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.

***Rancho Cucamonga Climate Action Plan.*** The City of Rango Cucamonga adopted its Climate Action Plan (CAP) in December 2021.[62] The CAP includes an emissions inventory for 2018 and emissions forecasts for 2030 and 2040. The CAP sets GHG reduction measures in the categories of zero emission and clean fuels, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation to achieve the targets of a 31% reduction below 2018 levels by 2030 and a 47% reduction below 2018 levels by 2040.

***Rancho Cucamonga Electric Vehicle Readiness Plan.*** The City of Rancho Cucamonga adopted the Electric Vehicle Readiness Plan in June 2021.[63] The plan describes the current EV charging infrastructure in the city and provides strategies for placing additional EV charging stations throughout the city. It focuses on public charging for passenger vehicles. The EV Readiness Plan projects the city will have a total 272 public charging plugs by 2025 and 405 public charging plugs by 2030.

### 4.6.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendices G and F, the implementation of the proposed Project would have a significant impact related to energy resources if it would:

a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation; or

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

With regards to criterion b), it is noted that the while the analysis of energy, GHG, and air quality impacts are related, this EIR section focuses on the Project's specific potential to conflict with or obstruct a specific renewable energy or energy efficiency plan, and not the Project's potential to conflict with other, broader air quality and GHG plans that may also include recommendations or policies related to energy resources, such as the South Coast Air Quality Management District's 2022 Air Quality Management Plan, or the CARB 2022 Climate Change Scoping Plan. The Project's consistency with applicable air quality, GHG, and energy plans is discussed and cross-referenced in each individual section as necessary, and a potential inconsistency with an air quality or GHG plan does not necessarily equate to a potential inconsistency with an energy plan, and vice versa.

It should be noted that a more complete analysis of Project compliance with the City's CAP can be found in Section 4.8, Greenhouse Gases.

### 4.6.4 – ENERGY RESOURCE QUANTIFICATION METHODOLOGY

The proposed Project would consume electricity, natural gas, and petroleum fuel during construction and operation of the Production Center (PC), Distribution Center (DC) and Automatic Storage and Retrieval System (AS/RS) facilities, office and parking facilities, and the 7th Street warehouse building. This section describes the proposed Project's activities and operations that would consume energy, and the methods used to quantify how much energy the Project would consume. See Table 4.6-6 for a summary of the methods used to quantify the Project's energy consumption estimates, which are described in more detail below.

**Table 4.6-6**
**Summary of Energy Quantification Methodology**

| Source | Methodology | Key Data Inputs |
|---|---|---|
| Construction Heavy Duty Off-Road Equipment | CalEEMod and Carl Moyer Program Emission Factors | Equipment Type, Quantity, and Runtime |
| Construction Vehicle Trips | CalEEMod and EMFAC2021 | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |
| Operational Building Electricity | Project-Specific Data and CalEEMod | Historical Electricity Consumption, Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency |
| Operational Building Natural Gas | CalEEMod | Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency |
| Operational Stationary Sources | Project-Specific Data, Manufacturer's Specifications | Size and Type of Equipment, Historical Operating Conditions |
| Operational Off-Road Equipment | CalEEMod | Equipment Type, Size, Fuel, and Activity Hours |
| Operational Vehicle Trips | Project-Specific Data, CalEEMod, EMFAC2021 | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |

**Construction Energy Consumption**

The construction of the proposed Project would primarily consume energy from the following sources:

- Heavy-duty, off-road construction equipment (e.g., bulldozers, loaders, etc.) would consume diesel fuel during construction of the proposed Project.
- Construction-related worker, vendor, and haul truck trips would consume diesel, gasoline, and electric fuel. Construction workers would generally rely on gasoline-powered vehicles to commute to and from the Project site, whereas vendor and haul truck trips would mostly be diesel-fueled vehicles.

MIG estimated Phase 1and Phase 2B construction energy consumption levels using CalEEMod (v. 2022.1.1.29), CARB's EMission FACtor (EMFAC) Model 2021 (v. 1.0.2), and CARB Carl Moyer Program Guidelines (Appendix D, Table IX), as follows: [64,39,65]

- Off-road Construction Equipment. Diesel fuel consumption was estimated using the type and quantity of off-road equipment type, engine load factor, and runtime generated by CalEEMod and fuel consumption factors contained in the Carl Moyer Program Guidelines. For each modeled construction phase, the total runtime, in horsepower-hours (hp-hr), for each piece of equipment was multiplied by a fuel consumption factor, in grams per horsepower-hour (g/hp-hr) to a yield a fuel consumption estimate, in grams, that was converted to gallons.
- Worker Vehicle, Vendor Truck, and Haul Truck Trips. Gasoline, diesel, and electric fuel consumption in construction-related vehicle trips was estimated using the trip type and distance assumptions generated by CalEEMod and fuel consumption rates for the San Bernardino sub-area of the South Coast Air Basin derived from EMFAC 2021. Worker trips were assumed to be a mix of light duty autos (LDA) and light-duty trucks (LDT1 and LDT2). Vendor trips were assumed to be a mix of medium heavy-duty trucks (MHDT) and heavy-heavy duty trucks (HHDT). Haul trips were assumed to be all HHDT. The average fuel consumption rate (in miles/gallon and miles per kWh) for each vehicle type for years 2024 (Phase 1 construction) and 2026 (Phase 2B construction) was derived from EMFAC based on each vehicle type's total VMT and total fuel consumption data. The average fuel consumption rate was then multiplied by the VMT/trip generated by CalEEMod for each modeled phase to yield total vehicle gasoline, diesel, and electric fuel consumption estimates in gallons and kWh.

As described in Section 4.6.4, *Air Quality Impact Analysis Methodology* (see the "*Criteria Air Pollutant – Construction Emissions Methodology*" discussion), this EIR focuses on the evaluation of construction-related impacts under Phase 2B because Phase 2B would involve more intensive construction activities than Phase 2A (e.g., building demolition and new construction instead of renovation work) and require more equipment to operate for a longer period of time. Phase 2B, therefore, would have the potential to result in more energy consumption than Phase 2A. For this reason, Phase 2A construction-related energy consumption was not quantified in this EIR.

It is noted that the proposed Project's construction activities would primarily consume diesel and gasoline fuel; natural gas consumption is not anticipated to be required during Phase 1 or Phase 2 construction activities and is not discussed further in this construction energy analysis. Similarly, construction-related electricity consumption would primarily be limited to motor vehicles. While electricity would be consumed in trailers used by construction crews (e.g., for lighting and plug-in devices like computers), and could be used to power certain stationary and portable equipment such as small off-road equipment, pumps, welding sets, etc., the specific factors associated with non-vehicular electricity consumption (e.g., lighting type and use, plug-in device use, portable equipment use, and whether or not such equipment is charged specifically for project use (as opposed to part of an independent operation/activity such as personal use, regular rental operation, etc.) are not known. The amount of electricity consumed by non-vehicle sources during Project construction activities is anticipated to be minor due to these limited applications; however, it is not possible to quantify non-vehicular electricity consumption during Project construction and, therefore, this issue is not discussed further in this EIR's construction energy analysis.

Refer to Appendix C for detailed CalEEMod and EMFAC output files and construction energy consumption estimates.

**Operational Energy Consumption**

Once operational, the proposed Project would consume energy to power the building, mobile, off-road, and stationary sources described in Section 4.3.4, *Air Quality Emissions Modeling Methodology* (see the "Criteria Air Pollutants – Operational Emissions Methodology" discussion), and Section 4.8.4, *GHG Emissions Modeling Methodology* (see the "Operational GHG Emissions Methodology" discussion). MIG estimated the proposed Project's operational energy consumption levels using CalEEMod (v. 2022.1.1.29), EMFAC 2021 (v. 1.0.2), 2024 Carl Moyer Program Guidelines (Appendix D, Table IX), manufacturer's specifications, and historical data from other similar, representative beverage DC and/or PC facilities, as follows:

- PC, DC, and ASRS Building and Process Energy:
    - Electricity: As described in Section 4.8.4, *GHG Emissions Modeling Methodology*, PC, DC, and ASRS electricity consumption was estimated using an electricity consumption metric (in kWh per square foot) derived from existing facilities in Downey (PC and DC) and Los Angeles (PC only), with the Project's base annual electricity demand for the PC, DC, and ASRS facilities (approximately 32.2 GWh) directly reduced by the amount of power generated by the proposed Project's solar PV and Battery Energy Storage System (BESS; (2.8 GWh in Phase 1 and Phase 2) and cogeneration system (between 20.0 GWh and 21.9 GWh in Phase 2 only), yielding a net electricity consumption for the PC, DC, and ASRS between 12.2 GWh and 10.3 GWh per year.
    - Natural Gas: As described in Section 4.8.4, *GHG Emission Modeling Methodology*, natural gas consumption for non-process space and water heating in the PC, DC, and ASRS was modeled using CalEEMod and estimated to be 19,637 MMBtu per year.
- Office Space/Building and 7$^{th}$ Street Warehouse Building Energy: As described in Section 4.8.4, *GHG Emissions Modeling Methodology*, office space and 7$^{th}$ Street warehouse building electricity and natural gas consumption were modeled using CalEEMod and estimated to be approximately 1.4 GWh of electricity per year and 2,953 MMBtu of natural gas per year.
- Parking Facility Energy: As described in Section 4.8.4, *GHG Emissions Modeling Methodology*, parking facility electricity consumption was modeled using CalEEMod and estimated to be approximately 0.9 GWh per year.
- Stationary Source Natural Gas Use:
    - Tray Shrink Packers: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology*, tray shrink packer natural gas consumption was estimated using data from the shrink packers that operate at the Downey PC/D and determined to be approximately 5,945 MMBtu per year.
    - Boilers: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology,* the proposed Project's 3, 600 horsepower boilers would operate between a minimum of 7,297 hours per year (83.3% annual operating time) and maximum of 8,760 hours per year (100% annual operating time). The total estimated Phase 1 natural gas consumption for the proposed Project's boilers would be between approximately 94,907 MMBtu per year and 108,510 MMBtu per year. The total estimated Phase 2 natural gas consumption for the proposed Project's boilers would be between 189,815 MMBtu per year and 217,020 MMBtu

per year. Phase 2 natural gas consumption would be reduced by the amount of recoverable thermal energy produced by the Project's cogeneration system (see below), which is estimated to produce between 47,776 MMBtu and 52,315 MMBtu of recoverable thermal energy per year.

  - Cogeneration System: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology*, the proposed Project's 2, 2146 horsepower generators would operate between a minimum of approximately 8,000 hours per year (91.3% annual operating time) and a maximum of 8,760 hours per year (100% annual operating time. The total estimated natural gas consumption for the cogeneration system would be between approximately 203,696 MMBtu per year and 223,047 MMBtu per year.

- Stationary Source Diesel Fuel Use: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology*, the proposed Project's 2, 2,011-horsepower emergency diesel engine-generator sets would be tested monthly and consume a total of up to approximately 50,800 gallons of diesel fuel per year, based on manufacturer's specifications.

- Off-Road Equipment Electricity Use: As explained in Section 4.8.4, *GHG Emissions Modeling Methodology,* the proposed Project would include the operation of 35 electric forklifts, 5 electric sweeper/scrubbers, 2 electric aerial lifts, 1 electric yard truck, and other small material handing equipment (e.g., pallet jacks, rider jacks, etc.). The electricity consumed by this equipment was modeled using CalEEMod and estimated to be approximately 5.0 GWh per year, which is considered part of the DC, PC, and ASRS electricity consumption estimates.

- *Passenger Vehicle and Truck Trip Fuel Combustion:* Gasoline, diesel, and electricity consumed by operational passenger vehicle and trucks trips was estimated using the same methodology as construction vehicle trips (see above). Average fuel consumption factors for each vehicle type for the San Bernardino sub-area of the South Coast Air Basin were developed using EMFAC 2021 for Year 2026 (Phase 1 operations) and 2027 (Phase 2 operations) and multiplied by the total annual VMT estimated for each modeled vehicle type. As described in Section 4.3.4, *Air Quality Emission Modeling Methodology*, the annual VMT for each modeled vehicle type was estimated based on the Project-specific trip generation estimates, Project-specific passenger vehicle and truck fleet characteristics, CalEEMod default trip type and trip length assumptions for passenger vehicle trips, and a Project-specific, weighted-average one-way truck trip length of approximately 37.8 miles per truck trip.

## 4.6.5 – IMPACTS AND MITIGATION MEASURES

### Energy Consumption

***Impact ENG-1 – Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or energy resources, during project construction or operation?***

*Analysis of Impacts*

As described in detail below, the proposed Project would increase demand for energy resources; however, the Project would incorporate energy conservation features that reduce reliance on fossil fuels, including an on-site solar PV system with a battery energy storage system (BESS) and a cogeneration system that would generate both power and heat for on-site

manufacturing processes. Also, the Project would not have an adverse effect on existing or future peak or annual energy infrastructure and supplies. For these reasons, the proposed Project would not result in the consumption of energy resources in a wasteful, inefficient, or unnecessary manner or pattern. This impact would be less than significant.

Construction Energy Consumption

As described in Section 4.6.4, the proposed Project's construction activities would consume gasoline, diesel, and electricity to power the heavy-duty off-road equipment and vehicles necessary to construct the proposed facilities. The Project's construction-related energy consumption was estimated using Project-specific construction activities, SCAQMD-recommended air quality and GHG emissions modeling software (i.e., CalEEMod), and state-specific and region-specific, CARB-published, off-road equipment and motor vehicle activity data such as fuel consumption factors. The Project's estimated construction energy consumption during Phase 1 and Phase 2B is summarized in Table 4.6-7.[ix]

**Table 4.6-7**
**Phase 1 and Phase 2 Construction Energy Consumption**

| Construction Phase/Source | Total Estimated Energy Consumption | | |
|---|---|---|---|
| | Diesel (Gallons) | Gasoline (Gallons) | Electricity (GWh) |
| Phase 1 (2024 and 2025) | | | |
| Off-Road Equipment | 284,332 | -- | -- |
| Vehicle and Truck Trips | 241,163 | 330,818 | 0.1 |
| *Phase 1 Subtotal* | *525,495* | *330,818* | *0.1* |
| Phase 2B (2026) | | | |
| Off-Road Equipment | 60,477 | -- | -- |
| Vehicle and Truck Trips | 2,081 | 13,337 | 0.0 |
| *Phase 2B Subtotal* | *62,558* | *13,337* | *0.0* |
| **Total Construction Use** | **588,053** | **344,155** | **0.1** |
| **Total Existing Site Use(A)** | **904,453** | **294,428** | **14.8** |
| **Total Net Consumption** | **-316,400** | **49,727** | **-14.7** |

Source: MIG, Inc. (see Appendix C5, Sheet 01, Table C5-01.2)

(A) Refers to beverage distribution facility in operation as it was at the time the NOP was issued. Most existing site operations would cease during Phase 1 construction activities. The net change in total construction energy consumption assumes that 2 years of existing site use is avoided. Net energy consumption is not evaluated for Phase 2 because the existing site credit is already applied to Phase 1 operations (see Table 4.6-8 and 4.6-9).

As shown in Table 4.6-7, the proposed Project's construction activities would consume, in total, approximately 588,053 gallons of diesel fuel, approximately 344,155 gallons of gasoline, and approximately 0.1 GWh of electricity. Most of this consumption – approximately 89% for diesel, 96% for gasoline, and 96% for electricity – would occur during Phase 1 activities, which would involve construction of the main DC, PC, and ASRS, office components, water well, parking structure, etc. The project's total energy consumption levels would, based on the most recent data available, equal approximately 0.24% of annual San Bernardino County diesel fuel sales, 0.04% of annual San Bernardino County gasoline fuel sales, and less than 0.01% of annual SCE electricity sales.[x] In addition, as shown in Table 4.6-7, Project construction would, in total,

[ix] As explained in Section 4.6.4, the energy use associated with Phase 2A construction activities was not analyzed separately because Phase 2A construction would be less intense and result in less energy consumption than Phase 2B activities. Thus, the Phase 2B construction energy analysis would also address potential impacts associated with Phase 2A construction activities.

[x] See Section 4.6.1 "Local Electricity" and "Local Transportation" discussions. In 2022, SCE sold 85,870 GWh of electricity. In 2023 retail sales of diesel and gasoline in San Bernardino County totaled 245 million and 795 million gallons, respectively. The comparison of consumption to sales data assumes all of the Project's estimated diesel, gasoline, and electricity use is purchased in

result in much less diesel and electricity energy consumption, but slightly more gasoline consumption, when compared to the continuation of existing site operations and energy consumption levels over the same three-year period.

Although the proposed Project would be constructed in phases over approximately three years, construction energy consumption would represent a one-time occurrence that would cease at the conclusion of construction activities. This singular consumption of energy resources would occur in the following context:

- **Necessity:** The consumption of diesel, gasoline, and electric fuels in construction-related off-road equipment and vehicle trips is necessary to achieve the proposed Project's goals and objectives, including, but not limited to, expanding operations and employment capacity at the existing Project site, developing and operating a state-of-the-art manufacturing and distribution facility, and positively contributing to the local economy through new capital investment and employment opportunities for highly-trained workers.

- **Efficiency:** The proposed Project's construction activities would occur in an orderly and efficient manner given the characteristics of the Project area and the Project's specific infrastructure and utility needs. For example, the proposed Project would renovate existing commercial and office space that meets Project needs. The Project has also identified necessary roadway and utility improvements needed to support the project (including a ground water well and water transmission line installation), incorporated these improvements into the Project design, and planned for their construction at the same general time as the construction of the main facilities, reducing equipment mobilization and disruptions to existing infrastructure. Similarly, the proposed Project would construct the necessary foundation and other key infrastructure needed for the Phase 2 cogeneration system at the same time the PC, DC, and ASRS facilities are constructed, reducing equipment mobilization and operating times and streamlining the subsequent installation of the cogeneration system. Finally, it is noted that the proposed Project would, in accordance with Mitigation Measure AIR-2 (Reduce Construction $NO_X$ and PM Exhaust Emissions), connect to existing electrical service to power certain equipment and limit equipment idling, actions that would reduce fossil fuel consumption.

- **Wastefulness:** The proposed Project's construction activities would not waste energy resources. As described above, the Project's construction-related energy consumption would be necessary to achieve project objectives and would occur in an efficient manner. Construction-related energy consumption would be prolonged, but temporary. The off-road equipment and vehicles used to construct the Project would be subject to increasingly stringent rules and regulations that increase and improve fuel efficiency, including but not limited to CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation (see Section 4.3.2, *Air Quality Regulatory Setting*), Advanced Clean Cars II, and Low-Carbon Fuels Standard regulations (see Section 4.6.2). These regulations prohibit the addition of older, less-efficient construction equipment to fleets, transition passenger vehicles from petroleum-based motive power to electric-based motive power, and reduce the carbon content of transportation fuels. In addition, as described below under the "Operational Energy Consumption" discussion, there is sufficient energy infrastructure and supplies to meet local and regional energy demands, including Project construction demand. Finally, as described in Section 4.19.2, *Utilities and Service Systems Regulator Setting* (see the "Rancho Cucamonga Municipal Code" discussion),

San Bernardino County and the SCE service territory and subsequently consumed solely for the purposes of constructing the proposed Project (i.e., all fuel consumption is for Project-related purposes)

the proposed Project would be subject to City Municipal Code requirements for construction and demolition waste reduction, including waste diversion requirements, deconstruction salvage, and recovery requirements, and the preparation of Waste Management and Recycling Plan. The orderly and efficient development of the Project by off-road equipment and on-road vehicles operating in compliance with all applicable rules and regulations would not be wasteful

As summarized above, the proposed Project would not result in the unnecessary, inefficient, or wasteful use of energy resources during construction of the proposed Project. This impact would be less than significant.

Operational Energy Consumption

As described in Section 4.6.4, the proposed Project would involve the operation of building, stationary, and mobile sources that would consume electricity, natural gas, and petroleum fuel resources. The Project's operational-related energy consumption was estimated using Project-specific development and operational characteristics, manufacturer's equipment specifications, SCAQMD-recommended modeling software (i.e., CalEEMod), and CARB-published, state- and region-specific motor vehicle activity data. It is noted that the proposed Project's energy source consumption would vary by phase, equipment operations (anticipated minimum or potential maximum operations), and whether or not thermal recovery from the cogeneration system is used to offset natural gas combustion in Phase 2 boiler operation. The following discussion primarily evaluates the worst-case energy consumption estimates for each Project phase, which are based on maximum potential stationary source equipment operations (i.e., maximum 100% operating times instead of anticipated typical operating times); energy consumption levels based on anticipated typical or average equipment operations would be lower than discussed below.[xi]

The proposed Project's total maximum energy consumption during Phase 1 and Phase 2 operations is summarized in Table 4.6-8. Refer to Tables 4.6-9, 4.6-10, and 4.6-11 for a breakdown of energy consumption by phase and source; refer to Appendix C5 for detailed energy consumption data for all operating scenarios. Note that the large percentage increase in natural gas use is due to the low existing usage compared to the full proposed project with 24/7 cogeneration equipment in use.

[xi] For example, as described in Section 4.3.4, the proposed Project's boilers could operate as little as 7,300 hours per year (83.3% annual operating time), whereas the energy consumption estimates in Tables 4.6-8 to Table 4.6-11 are based on 8,760 hours of boiler operation (100 annual operating time). Under the minimum operating scenario, the boilers would consume a total of approximately 399,455 MMBtu of natural gas per year without thermal recovery, while under the maximum scenario (presented in Table 4.6-8 and 4.6-10), the boilers would consume approximately 466,012 MMBtu per year. Refer to Appendix C5 for detailed energy consumption estimates by phase and scenario.

**Table 4.6-8**
**Phase 1 and Phase 2 Operations Maximum Energy Consumption Summary**

| Phase and Scenario | Maximum Potential Energy Consumption Per Year | | | |
|---|---|---|---|---|
| | Diesel (Gallons) | Gasoline (Gallons) | Electricity (GWh) | Natural Gas (MMBtu) |
| **Phase 1 Maximum Operations** | | | | |
| Phase 1 Total Energy Use | 1,985,543 | 341,764 | 36.3 | 137,070 |
| Existing Site Energy Use(A) | 452,227 | 147,214 | 7.4 | 5,814 |
| *Total Net Change* | 1,533,317 | 194,550 | 28.9 | 131,256 |
| *Site Demand Increase(A)* | 339% | 132% | 391% | 2,257% |
| **Phase 2 Maximum Operations Without Thermal Recovery** | | | | |
| Phase 2 Total Energy Use | 1,945,895 | 332,799 | 16.4 | 468,628 |
| Existing Site Energy Use(A) | 452,227 | 147,214 | 7.4 | 5,814 |
| *Total Net Change* | 1,493,668 | 185,585 | 9.1 | 462,813 |
| *Site Demand Increase* | 330% | 126% | 123% | 7,960% |
| **Phase 2 Maximum Operations With Thermal Recovery** | | | | |
| Phase 2 Total Energy Use | 1,945,895 | 332,799 | 16.4 | 420,852 |
| Existing Site Energy Use(A) | 452,227 | 147,214 | 7.4 | 5,814 |
| *Total Net Change* | 1,493,668 | 185,585 | 9.1 | 415,037 |
| *Site Demand Increase* | 330% | 126% | 123% | 7,138% |

Source: MIG (see Appendix C5, Sheet 01, Tables C5-01.1, C5-01.4, C5-01.6, and C5-01.8)

(A) Site demand increase is calculated as total net change divided by existing site use which is the beverage distribution plant operating at the time the NOP was issued.

**Table 4.6-9**
**Phase 1 Operational Maximum Potential Energy Consumption By Source**

| Phase 1 Source | Maximum Potential Energy Consumption Per Year | | | |
|---|---|---|---|---|
| | Diesel (Gallons) | Gasoline (Gallons) | Electricity (GWh) | Natural Gas (MMBtu) |
| **Building Energy** | | | | |
| Office Uses | -- | -- | 1.1 | 1,770 |
| DC and ASRS | -- | -- | 20.3 | 4,584 |
| PC | -- | -- | 11.9 | 15,079 |
| Parking Uses | -- | -- | 1.5 | -- |
| CVWD Well | -- | -- | 0.8 | -- |
| 7th Street Warehouse | -- | -- | 0.3 | 1,183 |
| *Building Energy Subtotal* | -- | -- | *35.9* | *22,616* |
| **Stationary Source Energy** | | | | |
| Tray Shrink Packers | -- | -- | -- | *5,945* |
| Boilers | -- | -- | -- | *108,510* |
| Cogeneration System | -- | -- | -- | -- |
| Emergency Generators | 50,800 | -- | -- | -- |
| *Stationary Source Subtotal* | *50,800* | -- | -- | *114,455* |
| **Mobile Source Energy** | | | | |
| Passenger Vehicles | 1,074 | 307,084 | 0.2 | -- |
| Trucks | 1,933,670 | 34,680 | 0.2 | -- |
| *Mobile Source Subtotal* | *1,934,743* | *341,764* | *0.4* | -- |
| **Phase 1 Total Energy Use** | **1,985,543** | **341,764** | **36.3** | **137,070** |
| **Existing Site Energy Use(A)** | **452,227** | **147,214** | **7.4** | **5,814** |
| **Total Net Change** | **1,533,317** | **194,550** | **28.9** | **131,256** |

Source: MIG (see Appendix C5, Sheet 01, Table C5-01.4)

(A) Existing site use is beverage distribution plant operating at the time the NOP was issued

**Table 4.6-10**
**Phase 2 Operational Maximum Potential Energy Consumption By Source – Without Thermal Recovery**

| Phase 2 Source | Maximum Potential Energy Consumption Per Year | | | |
|---|---|---|---|---|
| | Diesel (Gallons) | Gasoline (Gallons) | Electricity (GWh) | Natural Gas (MMBtu) |
| **Building Energy** | | | | |
| Office Uses | -- | -- | 1.1 | 1,770 |
| DC and ASRS | -- | -- | 7.7 | 4,584 |
| PC | -- | -- | 4.5 | 15,079 |
| Parking Uses | -- | -- | 1.5 | -- |
| CVWD Well | -- | -- | 0.8 | -- |
| 7th Street Warehouse | -- | -- | 0.3 | 1,183 |
| *Building Energy Subtotal* | -- | -- | *15.9* | *22,616* |
| **Stationary Source Energy** | | | | |
| Tray Shrink Packers | -- | -- | -- | *5,945* |
| Boilers | -- | -- | -- | *217,020* |
| Cogeneration System | -- | -- | -- | 223,047 |
| Emergency Generators | 50,800 | -- | -- | -- |
| *Stationary Source Subtotal* | *50,800* | -- | -- | *446,012* |
| **Mobile Source Energy** | | | | |
| Passenger Vehicles | 1,030 | 299,351 | 0.2 | -- |
| Trucks | 1,894,065 | 33,447 | 0.4 | -- |
| *Mobile Source Subtotal* | *1,895,095* | *332,799* | *0.6* | -- |
| **Phase 2 Total Energy Use, Without Thermal Recovery** | **1,945,895** | **332,799** | **16.4** | **468,628** |
| **Existing Site Energy Use(A)** | **452,227** | **147,214** | **7.4** | **5,814** |
| **Total Net Change** | **1,493,668** | **185,585** | **9.1** | **462,813** |

Source: MIG (see Appendix C5, Sheet 01, Table C5-01.6)

(A) Existing site use is beverage distribution plant operating at the time the NOP was issued

**Table 4.6-11**
**Phase 2 Operational Maximum Potential Energy Consumption By Source – With Thermal Recovery**

| Source | Maximum Potential Energy Consumption Per Year | | | |
|---|---|---|---|---|
| | Diesel (Gallons) | Gasoline (Gallons) | Electricity (GWh) | Natural Gas (MMBtu) |
| **Building Energy** | | | | |
| Office Uses | -- | -- | 1.1 | 1,770 |
| DC and ASRS | -- | -- | 7.7 | 4,584 |
| PC | -- | -- | 4.5 | 15,079 |
| Parking Uses | -- | -- | 1.5 | 0 |
| CVWD Well | -- | -- | 0.8 | 0 |
| 7th Street Warehouse | -- | -- | 0.3 | 1,183 |
| *Building Energy Subtotal* | -- | -- | *15.9* | *22,616* |
| **Stationary Source Energy** | | | | |
| Tray Shrink Packers | -- | -- | -- | 5,945 |
| Boilers | -- | -- | -- | 169,244 |
| Cogeneration System | -- | -- | -- | 223,047 |
| Emergency Generators | 50,800 | -- | -- | -- |
| *Stationary Source Subtotal* | *50,800* | -- | -- | *398,236* |
| **Mobile Source Energy** | | | | |
| Passenger Vehicles | 1,030 | 299,351 | 0.2 | -- |
| Trucks | 1,894,065 | 33,447 | 0.4 | -- |
| *Mobile Source Subtotal* | *1,895,095* | *332,799* | *0.6* | -- |
| **Phase 2 Total Energy Use, With Thermal Recovery** | **1,945,895** | **332,799** | **16.4** | **420,852** |
| **Existing Site Energy Use(A)** | **452,227** | **147,214** | **7.4** | **5,814** |
| **Total Net Change** | **1,493,668** | **185,585** | ***9.1*** | **415,037** |

Source: MIG (see Appendix C5, Sheet 01, Table C5-01.8)

(A) Existing site use is beverage distribution plant operating at the time the NOP was issued

*Discussion.* As summarized in Table 4.6-8, the operation of the proposed Project would result in an increase in energy consumption compared to existing conditions for all phases and operating scenarios. The Project's total and net increases in consumption of diesel, gasoline, and electricity resources would be largest during Phase 1. This is because Phase 1 would include the operation of most building and vehicle energy sources but would not yet realize any benefits from the proposed cogeneration system. Total and net increases in diesel and gasoline consumption would decrease slightly in Phase 2 due to an increasing number of electric

vehicles (EVs) in the assumed fleet mix.[xii] The decrease in total electricity consumption that would occur during Phase 2 (from 36.3 GWh to 16.4 GWh – an approximately 55% reduction) and the corresponding decrease in net electricity consumption (from 28.9 GWh to 9.1 GWh – an approximately 69% reduction) is due to the operation of the cogeneration system that will be constructed in phase 2 and, as described in Section 4.6.4, would provide a minimum of 20.0 GWh of net electrical production to on-site buildings and operational processes. In contrast to these diesel, gasoline, and electricity consumption patterns, the proposed Project's total and net increase in natural gas consumption would be larger in Phase 2 than Phase 1. This is because Phase 2 would include the operation of all stationary sources (e.g., two boilers and the cogeneration system) which, as shown in Tables 4.6-10 and 4.6-11, would consume much more natural gas than the Project's building energy systems. The recovery of thermal output (i.e., waste heat) from the cogeneration system would reduce heat input to the proposed Project's boilers by a minimum of 47,776 MMBtu annually, resulting in a 12% reduction in total natural gas consumption compared to Phase 2 operations without thermal recovery from the cogeneration system (see Tables 4.6-10 and 4.6-11).[xiii]

As summarized in Table 4.6-8, the proposed Project's increase in energy resources, at worst-case, would be approximately 1.53 million gallons of diesel per year (a 339% increase above the existing site demand), approximately 0.19 million gallons of gasoline per year (a 132% increase above the existing site demand), approximately 28.9 GWh of electricity per year (a 391% increase above existing site demand), and 462,813 MMBtu per year (an approximately 7,960% increase above the existing site demand). This increase in energy resources would not constitute a significant impact for the following reasons:

- Energy Conservation. The proposed Project incorporates design features that reduce total energy consumption, decrease reliance on fossil fuels, and increase reliance on renewable energy sources, including:
    - Solar PV Generation: The proposed Project design minimizes the amount of Phase 1 roof area shaded by natural and external structures and occupied by HVAC, exhaust vents, and other building system infrastructure. This increases the available solar access roof area, supporting the proposed Project's 1.7-MW capacity rooftop solar PV system, which is estimated to produce 2.8 GWh of electricity per year, directly reducing the Project's Phase 1 and Phase 2 demand on the electrical grid (see Section 4.8.4, *GHG Emissions Modeling Methodology*).
    - BESS: The proposed Project's renewable solar PV system would be supported by an on-site, 2-MW capacity BESS that would store and provide power to the Project during periods when on-site solar power generation is not occurring. This reduces the project's demand on the electrical grid, particularly at night when other utility-scale renewable energy systems (wind, solar) may not be in operation.
    - Cogeneration System: The proposed Project's cogeneration system would provide a minimum of 20 GWh per year of net electricity and 47,776 MMBtu of recoverable waste heat (see the "Criteria Air Pollutants – Operational Emissions

[xii] For example, as shown in Table 4.6-9 (Phase 1 operations), truck trips would consume 1,933,670 gallons of diesel and 0.2 GWh of electricity, while in Table 4.6-10 and Table 4.6-1 (Phase 2 operations), truck trips would consume 1,895,095 gallons of diesel and 0.4 GWh of electricity.

[xiii] The cogeneration natural gas consumption estimate in Table 4.6-11 is based on 100% operating time, whereas the thermal recovery credit applied to the boilers (47,766 MMBtu) assumes the minimum cogeneration system operating time (91.3%). Thus, the thermal recovery benefit applied to the boilers is likely underestimated. At 100% operating time, the cogeneration system would provide 52,315 MMBtu of thermal recovery benefit (see Appendix C2, Sheet 04, Table C2-04.2 for cogeneration thermal recovery estimates).

Methodology" discussion in Section 4.3.4, *Air Quality Emissions Modeling Methodology*). While the system would combust natural gas, it would also provide a reliable source of on-site power that would directly reduce demand on the electrical grid during peak and non-peak periods and recover waste heat and reduce natural gas combustion in Project boilers.

- Pentair $CO_2$ Recovery System: The proposed Project includes a $CO_2$ recovery system that would capture and purify $CO_2$ in the cogeneration system exhaust stream, creating beverage-grade $CO_2$ for use in the beverage making process. The capture and purification of $CO_2$ in the cogeneration exhaust gases is estimated to avoid up to 754 HHD truck trips per year (see the "Criteria Air Pollutants – Operational Emissions Methodology" discussion in Section 4.3.4, *Air Quality Emissions Modeling Methodology*).[xiv]
- Site Design Features: The proposed Project includes design features that enhance non-vehicular access and reduce petroleum fuel use, such as the addition of perimeter sidewalks on Haven Avenue, the reconstruction of a bus stop on Haven Avenue, and the new separation of travel and bicycle lanes on Haven Avenue.
- Other Energy Reduction Measures: Additional energy conservation would be achieved through the implementation of Mitigation Measures AIR-3, AIR-4, and AIR-5, which support the acceleration of EV deployment and VMT reduction strategies, and Mitigation Measures GHG-1 and GHG-2, which reduce appliance and building energy consumption.

- Effect on Energy Infrastructure and Supplies. The proposed Project's energy consumption would not have an adverse effect on existing or future energy infrastructure and supplies, including:
  - Electricity Infrastructure and Supplies: As described in Section 4.19.4, *Impacts and Mitigation Measures* (Utilities and Service Systems; see the "Electricity" discussion under Impact UTS-1), both SCE (which would provide electrical service to all facilities except the CVWD groundwater well) and RCMU (which would serve the groundwater well) have confirmed they can provide service for the Project, and no new off-site electrical storage, transmission, or distribution infrastructure would be required to serve the Project's peak or annual electrical demands. In addition, with regard to electricity supply, while the state and regional electrical grid is anticipated to face large increases in demand stemming from near- and long-term population growth, economic growth, and efforts to transition away from fossil fuel use in the building and transportation sectors consistent with State GHG reduction goals, the proposed Project's electrical demand would not interfere, conflict with, or be incompatible with near- and long-term electrical demand forecasts.[xv] For example, SCE has estimated that, by 2045, the state's decarbonization goals would, in part, increase grid-served electricity consumption by 60%, including a 40% increase in peak loads, and has

[xiv] As described in Section 4.3.4, the $CO_2$ recovery system can be bypassed when necessary and no trip, emissions, or energy reduction credit has been applied to this EIR analysis. Thus, the proposed Project's Phase 2 mobile source fuel use is likely overestimated.

[xv] See the "State" discussion in Section 4.8.2, *Regulatory Setting* (GHG), and the analysis of impact GHG-2 in Section 4.8.4, *Impacts and Mitigation Measures* (GHG), for detailed information on State GHG reduction goals.

plans to add 4,000 MW of electricity generation[xvi] annually from 2021 to 2030, with forecasted generating capacity additions of 7,000 MW annually from 2031 to 2045.[66,67] (EN Nominal nameplate vs. generating 1 MW = 8.75 GWh if full ops). Thus, there is sufficient existing and future electrical infrastructure and supplies to meet the Project's Phase 1 and Phase 2 electrical energy demands.

- Natural Gas Infrastructure and Supplies: As described in Section 4.19.4, Impacts and Mitigation Measures (Utilities and Service Systems; see the "Natural Gas" discussion under Impact UTS-1), SoCal Gas has confirmed service for the Project, and no new off-site natural gas storage, transmission, or distribution infrastructure would be required to serve the Project's peak or annual natural gas demands. In addition, California's natural gas supply is considered diverse and stable over the long-term, with both statewide and regional demand forecasts assuming annualized decreases in demand of approximately 1% (SCE) to 2% (statewide) through 2040 due to energy efficiency improvements, energy storage systems, and the potential transition away from natural gas use encouraged by State climate change goals.[46] SCE has also forecasted that both non-refinery industrial demand and industrial cogeneration demand will decrease through 2040 (primarily due to a decrease in core customer accounts, energy efficiency programs, and energy storage systems). Regional natural gas supply capacity is forecasted to hold steady at least 3,565 million standard cubic feet per day (approximately through 2040, in comparison to forecasted demand of 2,055 million standard cubic feet per day. Thus, there is sufficient existing and future natural gas infrastructure and supplies to meet the Project's Phase 1 and Phase 2 natural gas energy demands.

- Diesel and Gasoline Infrastructure and Supplies: It is generally recognized that California has diesel and gasoline supply challenges due to a relatively isolated fuels market stemming from a limited number of in-state fuel refineries and a lack of interstate fuel pipelines. While statewide gasoline sales have generally decreased over the last 10 years due to increases vehicle fuel efficiency and EV market share, statewide diesel sales have increased 7% over the same period (see the "Regulatory Setting - State - Transportation" above). The proposed Project's increase in diesel fuel demand (up to approximately 1.53 million gallons per year) would constitute a nominal and less than significant 0.2% and 0.01% increase from 2023 San Bernardino County and statewide diesel sales; the Project's increase in gasoline fuel demand would constitute a lesser, negligible change in county and state gasoline sales. Furthermore, the proposed Project's would be consistent with California Energy Commission (CEC) policy recommendations for securing reliable transportation fuel supplies by lowering demand for petroleum-based transportation fuels through the acceleration of zero emission vehicles and VMT reduction strategies.[68] As described in Section 4.17.2, Impacts and Mitigation Measures (Transportation and Traffic, see the "Circulation System" discussion under Impact TRANS-1), the proposed Project would not conflict with City circulation system policies, would include less parking than stipulated by City code requirements, and includes design features that enhance non-vehicular access and reduce consumption of gasoline (see "Site Design Features" above). Further consistency with CEC recommendations would be achieved through the implementation of Mitigation Measure AIR-3 (Reduce

[xvi] These capacity additions are nameplate generating capacity. For example, a 1-MW power plant operating 8,760 hour per year would deliver approximately 8.7 GWh of electricity to the grid annually.

Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-4/TRA-1 (Prepare VMT/TDM Reduction Plan), and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), which support the acceleration of EV deployment and VMT reduction strategies. Thus, there is sufficient existing and future diesel and gasoline infrastructure and fuel supplies to meet the Project's Phase 1 and Phase 2 petroleum fuel demands.

- Energy Consumption Context. The proposed Project's operational energy consumption would occur in the following context:
    - Necessity: The consumption of diesel, gasoline, electric, and natural gas in buildings and vehicles would be necessary for the safe, secure, and functional operation of the proposed Project.
    - Efficiency: The proposed Project would be designed in an energy efficient manner.
        - Buildings: Major renovation and new building construction would, at a minimum, consume electricity and natural gas in compliance with the mandatory prescriptive or performance-based requirements established for Climate Zone 10 in the 2025 BEES, or Energy Code. California's BEES generally establish minimum building envelope (e.g., roof deck and ceiling insulation), roof solar reflectance, window insulation and glazing, window heat gain, etc.), building system (e.g., space and water heating), and lighting requirements different building types, including commercial and industrial buildings. In particular, the 2025 BEES expands heat pump requirements in new non-residential buildings. It is noted that the requirements of the former 2019/2022 BEES and the new 2025 BEES are not reflected in the energy consumption estimates presented in Table 4.6-8 to Table 4.6-11 because: 1) DC, PC, and ASRS building energy estimates were derived from actual, older facility data (see Section 4.8.4, *GHG Emissions Modeling Methodology*), and 2) the version of CalEEMod used to evaluate the building energy emissions for other uses (e.g., parking, 7$^{th}$ Street warehouse) is based on CEC forecasts that predate the 2019 BEES. Further building efficiencies would be achieved through the implementation of Mitigation Measure GHG-2 (Reduce Building Energy Consumption and GHG Emissions), which requires Project buildings to be at least 5% more efficient than applicable BEES requirements.
        - Appliances: The federal and state governments establish minimum energy and water efficiency standards for appliances such as water heaters, furnaces, heat pumps, air conditioners, refrigerators, etc. The minimum energy efficiency standards apply to all new appliances sold or offered for sale in California. New appliances installed in buildings constructed as part of the proposed Project would consume energy and water in compliance with applicable minimum federal and state standards. Further appliance efficiencies would be achieved through the implementation of Mitigation Measure GHG-1 (Reduce Appliance Energy Consumption and GHG Emissions), which requires the Project to install Energy Star certified appliances that would reduce total energy

consumption. For example, the U.S. EPA estimates that an Energy Star certified refrigerator is about nine percent more energy efficient than a model that meets current minimum energy efficiency standards.[69]

- Vehicle Trips: The proposed Project has direct, close connectivity to I-10 and I-15, limiting travel distances from City and regional roadways into the Project area. Further mobile source efficiency would be achieved through the implementation of Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-4/TRA-1 (Prepare VMT/TDM Reduction Plan), and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), which support the acceleration of EV deployment and VMT reduction strategies. While these measures could increase the proposed Project's total electricity consumption, the increase in electricity consumption as vehicles change from petroleum fuel to electricity is generally identified, acknowledged, and planned for in the State's 2022 Climate Change Scoping Plan and, the Project would ultimately benefit from regulatory actions taken at the state level to reduce emissions from electricity production (see the "Renewable Portfolio Standards Program" discussion in Section 4.6.2). For example, SB 100 requires 60% of the power purchased by California to come from renewable sources by 2030 and that all retail electricity be carbon free by 2045.
- Cogeneration System: As discussed under "Energy Conservation" above, the proposed cogeneration system would provide on-site electricity and waste heat benefits for the Project's beverage manufacturing process. The concurrent production of electrical power and useful thermal energy from a single source is inherently more efficient than obtaining power and heat from separate sources. The U.S. EPA estimates that separate power and heat production systems are typically 50% to 55% fuel efficient, whereas the proposed Project would have a total electrical and heat fuel conversion efficiency of approximately 65%.[70,71] Cogeneration systems also avoid potential transmission and distribution losses that occur when electricity travels over power lines, which averages approximately 5% in the U.S.[70]

- Wastefulness: The proposed Project's operations-related energy consumption would be necessary and consumed in an efficient manner consistent with all State requirements in effect at the time of approval, including the 2025 BEES, the 2022 Climate Change Scoping Plan, and the City of Rancho Cucamonga CAP (see Section 4.8.4, *Impacts and Mitigation Measures* [GHG], the discussion under Impact GHG-2). Furthermore, as described above under the "Energy Conservation" and "Efficiency," discussions, the proposed Project has incorporated numerous features to reduce the potential for energy to be used in a wasteful manner. The orderly, purposeful, and efficient development and operation of the Project in compliance with all applicable design guidelines, design standards, and energy code rules and regulations would not waste energy resources.

For the reasons described above, the proposed Project would not use energy in an unnecessary, inefficient, or wasteful manner. This impact would be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Conflict with Plans for Renewable Energy or Energy Efficiency**

***Impact ENG-2 – Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

This section evaluates whether the proposed Project could conflict with or obstruct an applicable plan, policy, or regulation for renewable energy or energy efficiency and, if so, whether such conflict would result in a significant physical effect on the environment. The evaluation focuses specifically on renewable energy and energy efficiency plans, or parts of plans, that are relevant to Project's energy setting, context, and consumption estimates. Due to the inter-related nature of air quality, GHG, and energy impact analyses, this evaluation addresses the proposed Project's consistency with broader, more comprehensive plans, such as the SCAQMD AQMP, CARB Climate Change Scoping Plan, and Plan RC, that partially address energy resources. In these situations, the evaluation addresses only the Project's consistency with specific energy policies, and any potential conflict with the other aspects of these plans, if such conflict exists, is not considered to constitute a potentially significant impact from an energy resources perspective.

*Analysis of Impacts*

The proposed Project would not conflict with a plan, policy, or regulation, pertaining to renewable energy or energy efficiency for the following reasons:

- Federal Renewable Energy and Energy Efficiency Plans: As described in Section 4.6.2, federal renewable energy and energy efficiency requirements such as the Energy Independence and Security Act (EISA) do not directly apply to the Project. In general, the Federal Government establishes fuel economy standards, transportation fuel standards, and other energy efficiency standards that apply to manufacturers and distributors of vehicles, fuel, and other products that require energy (e.g., appliances), not to industrial end users, even though such users realize direct (e.g., economic savings) and indirect (e.g., cleaner air) by purchasing and using products subject to these standards. Accordingly, the proposed Project would not have the potential to conflict with a Federal renewable energy or energy efficiency plan, policy or regulation because there are no plans, policies, or regulations that directly apply to the Project.

- State Renewable Energy and Energy Efficiency Plans: As described in Section 4.6.2, the State has numerous plans, policies, and regulations related to renewable energy and energy efficiency. In general, State programs and regulations related to vehicle energy efficiency (e.g., Advanced Clean Cars II, Advanced Clean Trucks, etc.), vehicle fuel standards (e.g., Low Carbon Fuel Standard), like their federal equivalents, do not directly apply to industrial end users like the proposed Project. Similarly, the State's RPS Program applies directly to retail sellers of electricity, and not to electricity consumers like the proposed Project.[xvii] The State's 2025 BEES and CalGreen Code both establish mandatory renewable energy and energy efficiency standards that apply to various

[xvii] The electricity produced by the proposed Project's cogeneration system would be consumed on-site and would not be interconnected with the electric grid or otherwise made available for sale to other users.

building systems, components, and uses. The proposed Project would comply with all mandatory, applicable standards in the 2025 BEES and CalGreen Code. The CalGreen Code also includes voluntary standards; however, voluntary standards are not required for a project, nor enforceable. The Project, therefore, cannot conflict with these voluntary provisions. Nonetheless, it is noted that Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), and Mitigation Measure GHG-2 (Reduce Building Energy Consumption and GHG Emissions) all require the Project to exceed mandatory BEES and CalGreen Code standards. Finally, CARB's Sustainable Freight Action Plan and 2022 Climate Change Scoping Plan are state-level plans intended to integrate policies, programs, and investments to achieve State freight transportation and climate change goals. Both plans identify actions that State agencies can or should take to achieve these goals; neither plan contains an applicable, mandatory policy or requirement for renewable energy or energy efficiency that applies to specific, individual projects implemented at a local level. Nonetheless, the Project would be consistent with overarching energy conservation, renewable energy deployment, and energy efficiency goals of both the Sustainable Freight Action Plan and the Climate Change Scoping Plan because it incorporates design features that reduce total energy consumption, decrease reliance on fossil fuels, and increases on-site renewable and distributed-energy (i.e., the on-site cogeneration system) sources, includes design features that enhance non-vehicular access, does not adversely affect existing or future energy infrastructure and supplies needed to support the decarbonization of the building and transportation sectors, and would not result in the unnecessary, inefficient, or wasteful consumption of energy resources (see Impact ENG-1). Furthermore, as noted above, the Project would also be required to implement mitigation measures that support EV deployment, VMT reductions, and building energy conservation. For these reasons, the Project would not conflict with State plans, policies, or regulations related to energy resources.

- Regional Renewable Energy and Energy Efficiency Plans: The proposed Project would not conflict with the current SCAG RTP/SCS, Connect SoCal 2024, or the SCAQMD's current AQMP for the following reasons:

    - Connect SoCal 2024: As described in Section 4.6.2, Connect SoCal 2024 is the latest RTP/SCS adopted by SCAG to achieve a more mobile, sustainable, and prosperous region. Connect SoCal 2024 does not contain any specific policy related to renewable energy or energy efficiency; however, an overarching purpose and goal of the plan is to integrate regional development patterns and transportation networks to improve air quality, reduce GHGs, and enable more sustainable use of energy resources. To this end, Connect SoCal 2024 includes mobility (e.g., complete streets and TDM strategies), environment (e.g., clean transportation strategies), and economic (e.g., goods movement strategies) implementation measures related to transportation energy efficiency. The proposed Project would be consistent with the overarching transportation energy conservation and efficiency strategies in Connect SoCal 2024 because it incorporates design features that enhance non-vehicular access, and does not adversely affect existing or future energy infrastructure and supplies needed to support the decarbonization of the building and transportation sectors. Furthermore, the Project would implement mitigation measures that support EV deployment and VMT reductions. For these reasons, the proposed Project would not conflict with Connect SoCal 2024.

- 2022 AQMP: As described in Section 4.3.2, *Regulatory Framework* (Air Quality), the SCAQMD's 2022 AQMP is a comprehensive planning document intended to achieve attainment of ambient air quality standards in the South Coast Air Basin; however, the AQMP includes specific Energy and Climate Change (ECC) and Mobile (MOB) source control measures that are related to energy efficiency. Most of these measures are not directly applicable to the Project. For example, ECC-02 requires the SCAQMD to implement measures that reduce energy consumption from existing and future residential and commercial buildings, while MOB-05 and MOB-06 are incentive based programs intended to accelerate replacement of older, less efficient cars and trucks with newer, zero emission vehicles. One mobile source measure, MOB-14, would apply to the proposed Project. MOB-14 calls for the SCAQMD to evaluate potential amendments to Rule 2202 (On-Road Motor Vehicle Mitigation Options), which the SCAQMD implemented in August 2023. Rule 2202 requires employers with more than 250 employees to reduce mobile source emissions from employee commute trips. The Project would be subject to, and would comply with, SCAQMD Rule 2202. Therefore, the proposed Project would not conflict with any renewable energy, energy conservation, or energy efficiency policy contained in the 2022 AQMP.

- Local Renewable Energy and Efficiency Plans: The proposed Project would not conflict with City's Electric Vehicle Readiness Plan, CAP, or General Plan for the following reasons:

  - Electric Vehicle Readiness Plan: The Project site was not identified as an optimal charging or destination charging site by the City's EV Readiness Plan; however, Chapter 5 of the plan includes sample development policies for new construction, including policies recommending adoption of CalGreen Code Tier 2 voluntary provisions for EV capable and EV ready parking and the establishment of minimum EV charging installation requirements for new industrial developments. The EV Readiness Plan states (p. 33), "recommended policies . . .are to be considered in the upcoming Development code update. Actual Development Codes ultimately adopted may vary from what is recommended, however it is expected to meet or exceed the intent of each standard contained in these recommendations." The Project would comply with the City's current requirements of Development Code Section 17.64.120 (Electric Vehicle Parking Requirements) and, therefore, would not conflict with the EV Readiness Plan. Furthermore, the Project would implement Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions) and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), which requires the Project to exceed the CalGreen Code's (and City Development Code) mandatory standards for electric car and truck charging infrastructure.

  - CAP: As described in Section 4.8.5, *Impacts and Mitigation Measures* (GHG, see the discussion under Impact GHG-2), the City's CAP is a comprehensive, qualified plan for reducing GHG emissions. As such, the CAP includes goals, strategies, and measures to reduce community wide and municipal GHG emissions from the following categories: 1) zero emission and clean fuels; 2) efficient and carbon free buildings; 3) renewable energy and zero-carbon electricity; 4) carbon sequestration; 5) local food supply; 6) efficient water use; 7) waste reductions; and 8) sustainable transportation. The proposed Project's consistency with the City's CAP is fully evaluated in Section 4.8.5. This evaluation demonstrates that the Project would be consistent with the one

applicable CAP strategy that is in effect and specifically related to renewable energy, energy conservation, and energy efficiency, Strategy 1.2 EV Charging at New Development, because the proposed Project would comply with EV charging infrastructure requirements in City Development Code Section 17.64.120 and would implement Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions) and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), which requires the Project to exceed the CalGreen Code's (and City Development Code) mandatory standards for electric car and truck charging infrastructure. In addition, it is noted that the Project would be consistent with CAP strategies that do not apply to the Project but are related to energy resources, such as supporting the installation of solar PV and Battery Energy Storage Systems (BESS) in the City. For these reasons the proposed Project would not conflict with applicable CAP policies specifically related to renewable energy, energy conservation, and energy efficiency.

- PlanRC: As described in Section 4.6.2, PlanRC includes Goal RC-7, to develop an energy efficiency community that relies primarily on renewable and non-polluting energy sources. The Project would not conflict with PlanRC policies related to renewable energy, energy conservation, or energy efficiency, including Policy RC-7.2 (New EV Charging), Policy RC-7.7 (Sustainable Design), Policy RC-7.9 (Passive Solar Design), Policy RC-7.10 (Alternative Energy), and Policy RC-7.12 (Solar Access). As described in the preceding analyses, the Project would comply with applicable EV charging and on-site renewable energy requirements contained in the 2025 BEES, CalGreen Code, and City Development Code, would include an on-site cogeneration system to power beverage manufacturing processes, and would implement Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), and Mitigation Measure GHG-2 (Reduce Building Energy Consumption and GHG Emissions), which all require the Project to exceed mandatory BEES and CalGreen Code standards for energy efficiency.

As described above, the Project would not conflict with a plan, policy, or regulation, pertaining to renewable energy or energy efficiency in a manner that could result in a significant physical effect on the environment. No impact would occur.

*Level of Significance Before Mitigation*

No impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact ENG-3 – Would the Project cause substantial adverse cumulative impacts with respect to energy?***

*Analysis of Impacts*

The proposed Project would consume electricity, natural gas, and transportation fuels during construction and operation (Impact ENG-1). The Project's energy consumption would combine with the energy consumption from other past, present, and reasonably foreseeable projects. For the purposes of this cumulative energy analysis, the geographic extent for potential cumulative electricity and natural gas impacts is limited to the service territories for the Project's electricity (SCE, RCMU) and natural gas (SoCal Gas) service providers, while the geographic extent for cumulative transportation fuel impact is considered to be statewide.

- Cumulative Electricity and Natural Gas Impacts: The Project would not result in the unnecessary, inefficient, or wasteful use of energy resources because it incorporates energy conservation that reduce total energy consumption, decrease reliance on fossil fuels, and increase on-site renewable energy, includes an inherently efficient cogeneration system that would provide electricity and heat for beverage manufacturing processes, and would be constructed in an orderly, purposeful, and efficient manner in compliance with all applicable design guidelines, design standards, and energy code rules and regulations. Furthermore, as noted above, the Project would also be required to implement mitigation measures GHG-1 (Reduce Appliance Energy and GHG Emissions) and GHG-2 (Reduce Building Energy and GHG Emissions) that support building energy conservation. Cumulative development projects, at a minimum, would be subject to State energy efficiency standards (e.g., BEES, CalGreen Code) that conserve energy throughout each provider's service territory. As described under Impact ENG-1, the Project would not adversely impact existing or future RCMU, SCE, and SoCal Gas electricity and natural gas infrastructure and supplies because regional forecasts anticipate and plan for the expected cumulative growth in electricity demand and slight cumulative reduction in natural gas demand that would occur over the next approximately 20 years. Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.

- Transportation Fuel Impacts: The Project would not result in the unnecessary, inefficient, or wasteful use of transportation fuels because it includes design features that enhance non-vehicular access to the site. In addition, the proposed Project would also be required to implement Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions), Mitigation Measure AIR-4/TRA-1 (Prepare VMT/TDM Reduction Plan), and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions), which support the acceleration of EV deployment and VMT reduction strategies. Cumulative development projects would also consume transportation fuels, but over time, cumulative fuel consumption is expected to decrease due to State regulations pertaining to vehicle emissions standards (e.g., Advanced Clean Cars II) and fuel content requirements (e.g., LCFS Program). Therefore, the Project would not result in a cumulative considerable contribution to cumulative energy consumption impacts.

As described under Impact GHG-2, the proposed Project would not conflict with a plan, policy, or regulation, pertaining to renewable energy or energy efficiency in a manner that could result in a significant physical effect on the environment. As such, the Project would not have the potential to result in a cumulative considerable contribution to conflicts with renewable energy and energy efficiency plans.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

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# 4.7 – Geology and Soils

This EIR section addresses geology and soils impacts associated with the proposed Project, including earthquake fault rupture, seismic hazards, liquefaction, landslides, soil erosion and unstable soils. In addition, potential impacts to paleontological resources is also analyzed in this section. Information in this section is based on the following: Geotechnical Investigation (Appendix F); and Cultural and Paleontological Resources Assessment (Appendix E). It should be noted the following general description of geologic and soil conditions in the Project area are from the Project Geotechnical Report[4] or the Safety Element[8] of the City General Plan.

## 4.7.1 – ENVIRONMENTAL SETTING

### Seismic Activity and Groundshaking

Southern California is an area well known for its earthquake faults and seismic activity. The region straddles two tectonic plates: the North American Plate and the Pacific Plate. Movement along this boundary has resulted in many earthquakes from the region's numerous faults. Southern California faults are classified as: active, potentially active, or inactive. Faults from past geologic periods of mountain building that do not display any evidence of recent offset are considered "inactive" or "potentially active". The faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are known as "active faults."

Ground shaking is the movement of the earth's surface in response to a seismic event and, in general, is the primary cause for the collapse of buildings and other structures, injury, and loss of life. The intensity of the ground shaking is a function of the magnitude of the earthquake, distance from the fault movement, the characteristics of the surface and subsurface geology, and a community's building types.

The City of Rancho Cucamonga (City) is located in the northern portion of the Peninsular Ranges geomorphic province[1] just south of the Transverse Ranges province. At the boundary of the provinces are several thrust faults, where large-scale disturbances have occurred as the Peninsular Ranges collide with the Transverse Ranges. The City, and by extension Project site, are in close proximity to active faults, two of which are located within the City: the Cucamonga Fault and the Red Hill Fault, including its Etiwanda Avenue segment while the San Jacinto Fault and San Andreas Fault are both located outside of the City[2].

### The Red Hill Fault and Etiwanda Avenue Fault Segment

The Red Hill Fault is known as the geologic divide between the Cucamonga and Chino groundwater basins, as it curves around the southern portion of Red Hill in the northern section of the City. This fault is defined by a prominent scarp in the alluvial fan south of Day Canyon and at the southern edge of Red Hill and is one of the closest known active faults to the proposed Project site. A large number of small earthquakes (magnitudes 1 to 3) have historically occurred beneath the City, some which have epicenters on or near the trace of the Red Hill Fault located approximately 2.8 miles north of the Project site. The nearest boundary of the Red Hill Fault Special Study Zone is located approximately 2.3 miles north of the Project site (See Exhibit 4.7-1, Special Study Fault Zones). The Etiwanda Avenue Segment is located approximately 5.2 miles northeast of the Project site, is the northeastern segment of the Red Hill

Fault (mapped near Etiwanda Avenue) and has been shown to be active. This segment has been included in an Alquist-Priolo Earthquake Hazard Zone.

**Cucamonga Fault Zone**

The Cucamonga Fault Zone is an element of the Transverse Ranges system of thrust faults. It is the eastern extension of the Sierra Madre Fault and one of the closest known active faults to the proposed Project site. The Cucamonga Fault Zone is composed of a series of east-west trending, north dipping reverse faults that displace Holocene sediments. This fault forms the southern margin of the San Gabriel Mountains and disrupts the flanking Quaternary alluvial fans. The alluvial fan material is composed of modern stream channels and alluvial fan sediments associated with the Upper Santa Ana River Valley. The closest approach of the Cucamonga Fault to the proposed Project site is 5.1 miles to the north.

**San Jacinto Fault**

The San Jacinto Fault Zone consists of a series of closely spaced faults that form the western margin of the San Jacinto Mountains. The fault zone extends from its junction with the San Andreas Fault in San Bernardino, southeast toward the Brawley area, where it continues south of the international border with Mexico as the Imperial Fault. The closest approach of the San Jacinto Fault to the proposed Project site is approximately 14 miles to the northeast.

**San Andreas Fault**

The San Andreas fault is the longest fault in California, extending from Cape Mendocino in northern California to the Salton Sea in southern California, a distance of about 700 miles. The closest portion of the San Andreas fault to the Project site is approximately 12.5 miles to the northeast.

**Landslides and Liquefaction**

Liquefaction is a phenomenon that occurs when water-laden, loose, and cohesionless soils are subject to intense seismic shaking and form a quicksand- or fluid-like soil condition below the ground surface. As a result, structural damage may occur as building foundations lose ground support. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of predominantly poorly consolidated fine sand.

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. Landslides and liquefaction represent two seismically-induced hazards. Earthquake-induced landslides are secondary earthquake hazards that occur from ground shaking. The Project site is not located in or near any identified areas of risk for landslides or liquefaction[3].

**Settlement/Expansive Soils**

Settlement of the ground may occur in poorly consolidated or particular soils or improperly compacted fills during earthquake shaking, though the problem could also arise during heavy rains. As a consequence, structural damage may take place. Expansive soils tend to swell with soil moisture increase and shrink during soil moisture decrease. The volume changes that the soils undergo in this repetitive process can stress and damage slabs and foundations if precautionary measures are not taken. Differential settlement can result from expansive soils if a foundation is constructed on two materials having different settling/expansion characteristics, such as rock and soil.

The Project site is located on the broad alluvial plain of the north central Chino Valley below the eastern San Gabriel Mountains at an elevation of approximately 1,145 feet (349 meters) above mean sea level. Geologically, the Project site is underlain by very young alluvial-fan deposits eroded from the San Gabriel Mountains to the north. Sediments present in this area are predominantly medium- to coarse-grained loamy sands with some gravels and cobbles. The San Gabriel Mountains are part of the California Transverse Range that define the northern boundary of the greater Los Angeles Basin.

To identify site specific geologic conditions, a field investigation was performed between March 13 and March 16 and August 28 and 30, 2023. The investigation included performing 24 geotechnical borings and three Cone Penetration Test (CPT) soundings to a maximum depth of approximately 100 feet below grade[4].

**Subsidence**

Subsidence is the lowering of the land surface caused by a variety of man-made and natural causes. Subsidence can be caused by the natural compaction of soil due to passage of time, ground shaking due to strong vibrations by earthquakes, and by underground erosion from rapid groundwater flow or excessive groundwater withdrawal. Subsidence in the form of compaction of an aquifer is one of the consequences of excessive groundwater withdrawal. The water itself supports part of the load of the overlying materials and keeps the grains of the aquifer loosely packed. When water is removed from the intergranular spaces, the weight of the overlying rocks packs the grains of soil together more closely. This cannot only permanently reduce the capacity of the aquifer, but also cause serious lowering, or subsidence, of the ground overlying the aquifer. Areas most vulnerable to this type of subsidence are those underlain by loose, compressible clay-rich soils, in an area with excessive groundwater withdrawal and general lowering of the water table.

**Soil Erosion**

Erosion is a natural process that occurs over time and can be caused by either wind or water moving over soils. The natural erosion process is an important factor in building up fertile valley soils. However, soil erosion can become a problem when human activities accelerate the rate at which soils are being displaced. Non-point sources including impervious surfaces, unsound farming practices, over-grazing, construction activities, and road construction (particularly unpaved roads) can all accelerate the rate at which soils are removed from hillsides. Point sources such as industrial wastewater discharges, mining activities, wastewater treatment plants, commercial and residential land uses, and agricultural operations can affect erosion rates through increased storm water velocity, disturbance of natural drainage patterns, and water discharges. Soil erosion can leave silt-choked streams, gullied hillsides, and damaged farmland.

**Paleontological Resources**

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, non-renewable, and impact-sensitive scientific and educational resource. As defined in this section, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints, from a previous geologic period.

Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing

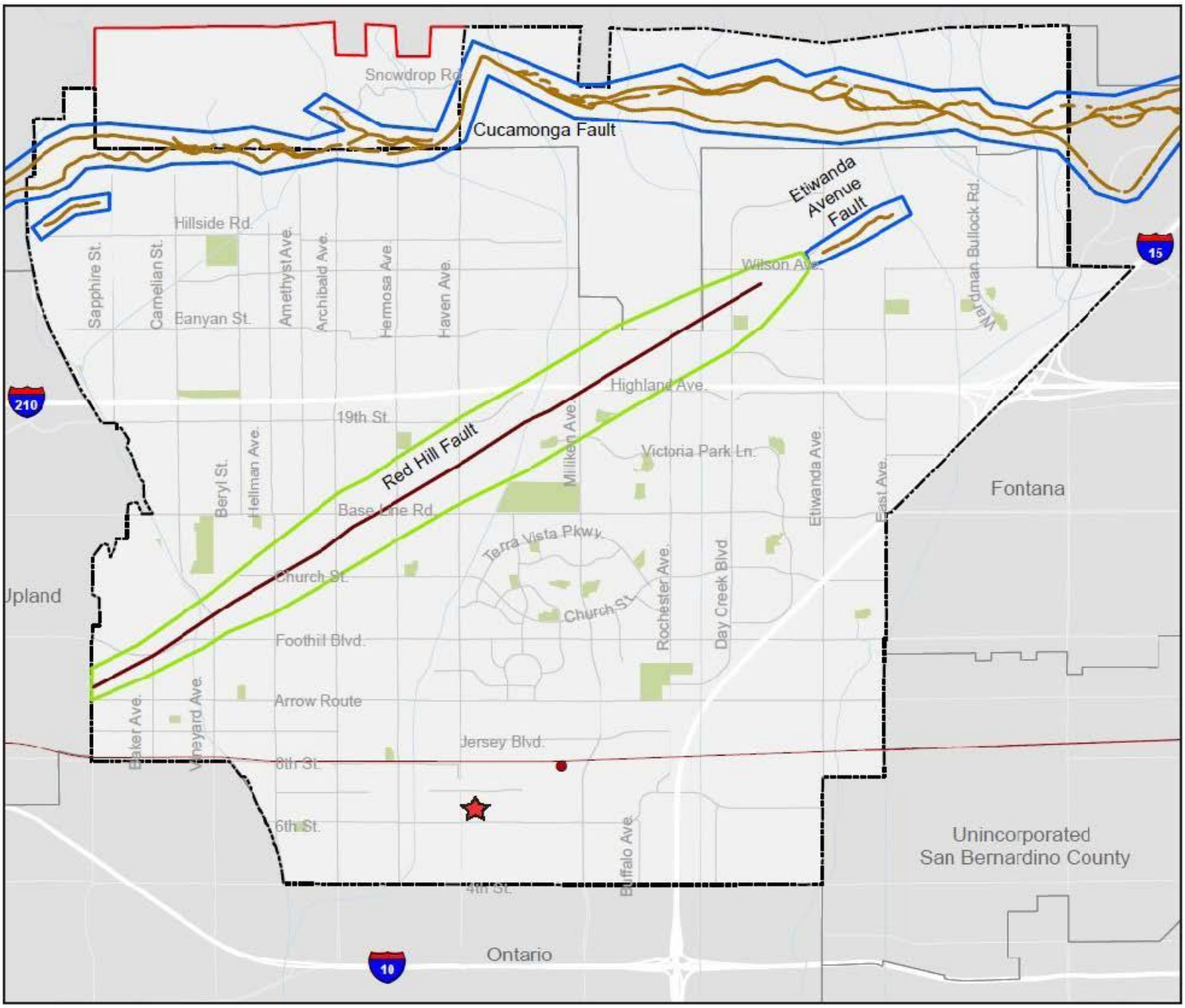
those localities. Paleontological resources preserve an aspect of Southern California's scientific prehistory that is important in understanding the development of the region as a whole.

Protection of potential paleontological resources can be achieved by estimating the probability of finding such resources in the Project area, looking for formations in which they occur, and taking precautions, such as construction monitoring in areas with equivalent or similar formations, to avoid damaging sites.

According to the Project Geotechnical Report[5], the geologic units underlying the Project area are mapped as deposits of eolian sands overlying younger alluvial fan deposits, dating to the Holocene epoch. The youngest unit is the young eolian deposits (Qye), consisting of rounded sands with varying amounts of silt, likely dating to the Holocene epoch. Younger alluvial fan deposits (Qyf) underlie the eolian deposits present on-site, and likely date to the early Holocene epoch. The younger alluvial fan deposits have the potential to date to the late Pleistocene at depth. According to geologic maps for the vicinity, older alluvial deposits are present near the Project and may be present underlying the Holocene units present (Qye and Qyf). Older alluvium has proven to contain paleontological resources throughout southern California.

Holocene-age deposits are generally assigned a low paleontological sensitivity, as their young age prevents the preservation of significant paleontological material as most Pleistocene era animals and plants were extinct by the time these younger soils were deposited. However, Holocene deposits often transition with depth into older, high sensitivity Pleistocene-age deposits. Hundreds of Pleistocene sites have been recorded in units underlying Holocene alluvium throughout the inland valleys of southern California[5].

As part of the Cultural and Paleontological Resources Assessment, Duke CRM performed an intensive pedestrian-level survey of the Project site on September 15, 2023 related to paleontological resources[5]. Based on published data and a pedestrian walkover of the site, Duke CRM concluded the site has a low sensitivity for paleontological resources but only at depths exceeding 5 feet. At less than 5 feet, there would be no impacts on paleontological resources from Project-related grading activities.




**Fault Hazard Zones**

- Alquist-Priolo Faults
- Alquist-Priolo Special Study Zone
- Red Hill Fault
- Red Hill Fault Special Study Zone

**Project Location**

- City Boundary
- Sphere of Influence
- Adjacent City Limits
- Rancho Cucamonga Station
- Metrolink
- Parks
- Waterways



## Exhibit 4.7-1 Special Study Fault Zones

El Camino Project
Rancho Cucamonga, California

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## 4.7.2 – REGULATORY FRAMEWORK

### Federal

National Earthquake Hazards Reduction Program

Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP)[17] leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

### State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Special Studies Zones Act[18] was signed into law in 1972 (in 1994 it was renamed the Alquist-Priolo Earthquake Fault Zoning Act.) The primary purpose of the Act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the trace of an active fault. The Act dictates that cities and the State Geologist are to delineate "Earthquake Fault Zones" with setbacks along faults that are "sufficiently active" and "well defined."

Seismic Hazard Mapping Act

The Alquist-Priolo Earthquake Fault Zoning Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. In 1990 the State passed the Seismic Hazards Mapping Act (SHMA), which addresses non-surface fault rupture earthquake hazards, including strong ground shaking, liquefaction and seismically induced landslides. The California Geological Survey (CGS) is the principal State agency charged with implementing the Act. Pursuant to the SHMA, the CGS is directed to provide local governments with seismic hazard zone maps that identify areas susceptible to liquefaction, earthquake-induced landslides and other ground failures. The goal is to minimize loss of life and property by identifying and mitigating seismic hazards. The seismic hazard zones delineated by the CGS are referred to as "zones of required investigation." Site-specific geological hazard investigations are required by the SHMA when construction projects fall within these areas.

California Building Code

The state regulations protecting structures from seismic hazards are contained in the California Code of Regulations, Title 24 (the California Building Code (CBC)), which is updated on a triennial basis. These regulations apply to public and private buildings in the State. Provisions of the CBC address (among other topics) fire safety, access for disabled persons, and seismic-resistant construction design.

California Public Resources Code

California Public Resources Code (PRC) defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources[6].

Department of Water Resources Well Drilling Regulations

DWR's Sustainable Groundwater Management Office[16] has summarized local actions taken by well permitting agencies and groundwater sustainability agencies to comply with the March 28, 2022 Executive Order N-7-22, paragraph 9 (superseded by the still active Executive Order N-3-23, paragraph 4 on February 13, 2023), which included new well permitting requirements for local agencies to prepare for and lessen the effects of several years of intense drought conditions. The Groundwater Well Permitting: Observations and Analysis of Executive Orders N-7-22 and N-3-23 report includes a summary of various approaches taken by local agencies to comply with the Executive Orders, observations of groundwater conditions that occurred while these actions were taken, and policy recommendations that can be used to develop future solutions to align land use planning, well permitting, and groundwater management and use.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter[7] of the City provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including geology and soils.

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

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

Safety Chapter

The Safety Chapter[8] maintains the goal of planning with a focus on minimizing potential hazards and health risks for the community. This goal and implementing policy also include avoidance measures and best practices for geologic and seismic risks. The following goal from the Rancho Cucamonga General Plan has been created to increase public health and safety for the City.

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

**Policy S-2.3** Seismically Vulnerable Buildings. Prioritize the retrofit by private property owners of seismically vulnerable buildings (including but not limited to unreinforced masonry, soft- story construction, and non-ductile concrete) as better information and understanding becomes available.

City of Rancho Cucamonga Municipal Code

City Municipal Code (RCMC) Section 15.42 provides regulations to be used during building development. These regulations pertain to seismic risks attached to building development. The goal of the section is to increase safety throughout the City and minimize damage to buildings

and structures. This section does not affect buildings deemed historically significant, nor does it require the alteration of existing utility facilities.

### 4.7.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to geology and soils if it would:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;

   II. Strong seismic ground shaking;

   III. Seismic-related ground failure, including liquefaction; or

   IV. Landslides;

b) Result in substantial soil erosion or the loss of topsoil;

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or

f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

### 4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

**Faults, Liquefaction, and Seismic-Related Ground Failure**

***Impact GEO-1 – Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

***i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault- Refer to Division of Mines and Geology Special Publication 42;***

***ii) Strong seismic ground shaking;***

***iii) Seismic-related ground failure, including liquefaction; or***

***iv) Landslides.***

*Analysis of Impacts*

a.i) Earthquake Fault Rupture

The Project site is not located within the boundaries of an Earthquake Fault Zone[9]. There are no known active or potentially active faults traversing the Project site. Thus, the risk of ground rupture resulting from fault displacement beneath the Project site is less than significant.

a.ii) Strong seismic ground shaking

During the life of the Project, the site will likely experience moderate to occasionally high ground shaking from known faults, as well as background shaking from other seismically active areas of the Southern California region. Site preparation and construction of building foundations consistent with structural design recommendations in the Geotechnical Investigation[10] and current CBC requirements would address seismic concerns and related structural impacts associated with ground shaking. Impacts would be less than significant.

a.iii) Risk of Liquefaction

Liquefaction is the sudden loss of soil shear strength within saturated, loose to medium dense, sands and non-plastic silts. Liquefaction is caused by the build-up of pore water pressure during strong ground shaking from an earthquake. The secondary effects of liquefaction are sand boils, settlement (including differential settlement), and instabilities within sloping ground (lateral spreading, seismic deformation and flow sliding).

Based on the dense nature of the underlying materials and the depth to groundwater (i.e., over 300 feet below ground surface), liquefaction is not a design consideration for this Project. The site is also not mapped within a Liquefaction Hazard Zone[11] by the City or County. Impacts would be less than significant.

a.iv) Risk of Landslides

The Project site is generally flat and gently slopes from the northwest towards the southeast. Project site elevations range from approximately 1,091 feet above mean sea level (amsl) on the northwest corner down to 1,067 feet amsl on the southeast corner of the Project site with a total elevation difference of approximately 24 feet. The site is not mapped in a Landslide Susceptibility or an Earthquake-Induced Landslide Hazard Zone. Based on the relatively flat topography of the site, landslides are not design considerations[12].

The following standard conditions are applicable to this impact question: 5.7-1, 5.7-3, and 5.7-6 relating to compliance with the City's modifications to the Alquist-Priolo Earthquake Fault Zone Act and preparation of a geotechnical report. With this regulatory compliance, impacts would be less than significant for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

***Soil Erosion***

***Impact GEO-2 – Would the project result in substantial soil erosion or the loss of topsoil?***

*Analysis of Impacts*

The Project site is generally flat and gently slopes from the northwest towards the southeast. Project site elevations range from approximately 1,091 feet above mean sea level (amsl) on the northwest corner down to 1,067 feet amsl on the southeast corner of the Project site with a total elevation difference of approximately 24 feet. Grading of the site will require the net import of 122,000 cubic yards of soil from offsite sources. The site is greater than one acre in size and individual improvements would disturb more than one acre; therefore, the Project would be subject to State Water Resources Control Board (SWRCB) General Construction Permit during construction to minimize soil erosion. For additional information, see Section 4.10, *Hydrology and Water Quality*. Standard condition 5.7-2 relating to seeding and irrigating building pads will also limit the potential for soil erosion. Project impacts with respect to soil erosion would be less than significant for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Slope Stability and Landslides**

***Impact GEO-3 – Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

*Analysis of Impacts*

Land subsidence is defined as the sinking or settling of land to a lower level. Causes can include: (1) earth movements; (2) lowering of ground water level; (3) removal of underlying supporting materials by mining or methods to remove solids, either artificially or from natural causes; (4) compaction caused by wetting (hydro-compaction); (5) oxidation of organic matter in soils; or (6) added load on the land surface. These conditions can also contribute to lateral spreading which is caused by the lateral movement of non-liquified soils along zones of liquified soils. Seismic settlement may also occur, with differential settlement causing building damage over time[13].

The Project involves construction and operation of a new domestic water well for the Cucamonga Valley Water District (CVWD). According to CVWD staff[19]. this well will be drilled to a depth of 1,200 feet and is expected to supply the District with 1,270 gallons per minute of water.

According to the Project geotechnical report[4]…"Groundwater levels have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site (CDWR, 2023). Recent groundwater elevations

were found to be between 650 feet and 700 feet (over 300 feet below ground surface). Groundwater levels may fluctuate over time due to changes in regional precipitation, irrigation practices, or groundwater withdrawal. However, groundwater levels are anticipated to remain relatively deep and are not considered to be a design or construction consideration for this project." (p. 7, Geotechnical Report (GDC 2023)).

In addition, the Project geotechnical report also states:

> "The potential for subsidence to impact the project should be low. Subsidence generally affects relatively large areas associated with long term groundwater, oil, or gas extraction or decomposition of organic materials. Based on a recent study, "*The likely source for subsidence within the City [of Rancho Cucamonga] would be the result of groundwater extraction. According to the Cucamonga Valley Water District 2020 Urban Water Management Plan, groundwater extraction through 2040 is not projected to exceed historical pumping that has occurred in the past. Since subsidence has not been identified as a historic issue within the community, future instances may only occur if a significant amount of groundwater is extracted beyond historic averages or groundwater basin elevations drop significantly.*" (City of Rancho Cucamonga, 2021)(p. 9, GDC 2023)

At its anticipated yield, the new well will not exceed the historical average yields of the basin[19]. The Project Water Supply Assessment (WSA) indicates the new water well for the Project will not extract groundwater beyond historic average yields and the current 2020 UWMP indicates groundwater basin levels have not been dropping significantly in recent years. In addition, Amanda Coker, PE, CVWD Engineering Manager, stated in emails to MIG dated 1-29-24 and 2-5-25 that "potential subsidence across the Chino Basin is monitored by the Chino Basin Watermaster. There has not been any measurable subsidence in this portion of the Chino Basin."

Therefore, the new CVWD well on the Project site is not expected to have any demonstrable negative impacts on groundwater levels or subsidence at a local or regional level, and no mitigation is required.

For a discussion on liquefaction and landslides related to slope stability, refer to Impact GEO-1, above.

Standard condition 5.7-3 relating to a grading plan check and cut-and-fill will limit potential slope (in)stability, and there is no potential for landslides on this site. Available evidence from CVWD (Urban Water Management Plans) and the Project geotechnical report/engineer (GDC 2023) conclude the new proposed water well will not result in removal of groundwater to the point where local soils will become unstable or subside. Therefore, any impacts in regard to these soil stability constraints will be less than significant for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Settlement of Soil**

***Impact GEO-4 – Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

*Analysis of Impacts*

The onsite soils that are anticipated to be encountered in cut or remedial grading areas are generally granular with non-plastic fines. The Geotechnical Study stated "a representative laboratory test indicates the on-site soils should have a "Very Low" Potential Expansion"[15].

Standard condition 5.7-6 relating to preparation of a geotechnical study will also help assure there will be no impacts related to settlement of soil that could affect Project grading or building occupancy. Impacts will be less than significant for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Soil Drainage**

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

*Analysis of Impacts*

No septic tanks or alternative wastewater systems are proposed or will be constructed as part of the Project, and no impacts will occur. Further analysis is not required for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Paleontological Resources**

***Impact GEO-6 – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?***

*Analysis of Impacts*

Based on published data and a pedestrian walkover of the site, the Duke CRM[14] report concluded that the site has a low sensitivity for paleontological resources at depths exceeding 5 feet. However, to err on the side of caution, the report recommended paleontological construction monitoring similar to but provides more site-specific procedures for paleo monitoring than the City's standard condition 5.7-7 relating to paleontological resources. Based on the Cultural and Paleontological Resources Assessment, potential impacts to paleontological resources will be less than significant for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario. However, the Duke CRM report suggested paleontological monitoring in case resources are found during grading. This monitoring is incorporated into project-specific Condition of Approval COA-1 outlined below.

*Project-Specific Condition of Approval*

**COA-1** **Paleontological Monitoring.** In consultation with City of Rancho Cucamonga, a qualified paleontologist shall be retained and present during ground disturbing activities below 5 feet in depth within the project site. The monitor shall be or work under the direct supervision of a qualified paleontologist (B.S./B.A. in geology, or related discipline with an emphasis in paleontology and demonstrated competence in paleontological research, fieldwork, reporting, and curation). The monitor shall conduct the following activities:

1. The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols.

2. The paleontological monitor shall be present part-time during initial ground disturbance below 5 feet in depth within the project, including but not limited to grading, trenching, utilities, and off-site easements. If, after excavation begins, the qualified paleontologist determines that the sediments are not likely to produce fossil resources, monitoring efforts shall be reduced.

3. The monitor shall be empowered to temporarily halt or redirect grading efforts if paleontological resources are discovered.

4. In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.

5. In consultation with the qualified paleontologist, the monitor shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly mapped, documented, removed, and the area cleared.

6. If the discovery is significant, the qualified paleontologist shall notify the applicant and City of Rancho Cucamonga immediately.

7. If there is significant discovery, the qualified paleontologist, in consultation with the applicant and City of Rancho Cucamonga, shall develop a plan of mitigation which will likely include full-time monitoring, salvage excavation,

scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact GEO-7 – Would the project cause substantial adverse cumulative impacts with respect to geology and soils?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally level and urban in nature and may or may not contain geologic or soil constraints based on their individual underlying conditions. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*).

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding earthquake fault rupture, the Project had a geotechnical study that determined: there were no earthquake faults on or adjacent to the site; the site was subject to moderate ground shaking due to regional faults; the site was not subject to seismic-related ground failure such as liquefaction; and the site was relatively flat and not subject to landslides (Impact GEO-1). The geotechnical report contained recommendations on how to design and construct the Project based on the onsite conditions without mitigation. Even if one or more regional cumulative projects is underlain by an earthquake fault, was subject to severe ground shaking, liquefaction, or landslides, the Project would not make a substantial contribution to any cumulative impacts related to these potential geotechnical constraints.

Regarding soil erosion or loss of topsoil, Impact GEO-2 indicated the site , the Project had to comply with the State Water Resources Control Board (SWRCB) General Construction Permit

requirements during construction to minimize soil erosion – this would be accomplished by implementation of a Storm Water Pollution Prevention Plan (SWPPP) and long-term soil erosion protection would be accomplished by implementation of a Water Quality Management Plan (WQMP). With this regulatory compliance no mitigation was required.

All of the regional and local cumulative development projects are subject to the SWRCB requirements so they will have to prepare SWPPPs and WQMPs as well to control short- and long-term erosion (Impact GEO-2). These regional water quality measures are required by all jurisdictions with cumulative projects (see Tables 4.0-4 and 4.0-5). Therefore, the identified cumulative projects are not expected to result in significant erosion impacts. Similarly, the Project will not make a substantial contribution to any significant cumulative impacts regarding erosion.

Regarding geologic or soil instability, the Project geotechnical study found it would not be subject to landslides, lateral spreading, subsidence, liquefaction, soil collapse, or expansive soils (Impacts GEO-3 and GEO-4). Therefore, the Project would not make a substantial contribution to any significant regional cumulative impacts related to geologic or soil instability.

Regarding septic systems, the Project will utilize existing sewer collection and treatment systems, so it would have no impacts regarding septic or alternative waste systems (Impact GEO-5). Even if development of one or more local or regional cumulative projects resulted in significant impacts related to septic systems, the Project would not make a substantial contribution to any significant regional cumulative impacts related to septic or alternative waste systems.

Regarding impacts to paleontological resources, the onsite report indicated the site has the potential to yield fossiliferous materials at depth (Impact GEO-6), so the City will implement Condition of Approval COA-1 for paleontological monitoring. With this regulatory compliance, the Project would have less than significant impacts. Grading for the 174 regional and 11 local cumulative projects may uncover unanticipated paleontological resources. The City of Rancho Cucamonga, the cities of Jurupa Valley and Fontana, and the County of San Bernardino have similar regulations in place to monitor grading where evidence or data indicate a particular site may be underlain by geologic formations that have yielded fossils in the past. With implementation of COA-1, the Project would not make a substantial contribution to any regional cumulative impacts related to paleontological resources.

The results of the onsite geotechnical[4] and paleontological[5] reports indicate that Project impacts associated with geology, soils, or paleontology are site specific and will not affect any regional or cumulative conditions. Implementation of the construction recommendations in the Geotechnical Investigation Report would avoid or reduce any potential onsite impacts for development under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### 4.7.5 - REFERENCES


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9 Group Delta 2023b. Report of Geotechnical Investigation. Figure 5.

10 Group Delta 2023c. Report of Geotechnical Investigation. Section 8.0.

11 Group Delta 2023d. Report of Geotechnical Investigation. Section 4.3.

12 Group Delta 2023e. Report of Geotechnical Investigation. Section 4.5.

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19 Amanda Coker, CVWD staff, emails dated January 29, 2024 and February 5, 2025.

### 4.7.6 - ACRONYMS

| | |
|---|---|
| amsl | Above Mean Sea Level |
| CBC | California Building Code |
| CEQA | California Environmental Quality Act |
| CGS | California Geological Survey |
| CHRIS | California Historical Resources Information System |
| NEHRP | National Earthquake Hazards Reduction Program |
| RCMC | Rancho Cucamonga Municipal Code |
| SCCIC | South Central Coastal Information Center |
| SHMA | State Hazards Mapping Act |
| SWRCB | State Water Resources Control Board |

# 4.8 – Greenhouse Gases

This section describes the existing environmental and regulatory greenhouse gas (GHG) setting for the proposed Project and evaluates the Project's potential GHG emissions impacts.[i] The quantification and evaluation of the proposed Project's GHG emissions was done in coordination and consistent with the methodologies and assumptions used to evaluate the Project's potential air quality impacts (see Section 4.3), energy impacts (see Section 4.6), and transportation impacts (see Section 4.17), and much of the information presented in this section derived from emissions and transportation modeling conducted for the Project.. Please refer to Appendix C for detailed air quality, energy, and GHG modeling data and emissions estimates.[1]

As described in Section 4.8.5, potential Project impacts evaluated with respect to GHG emissions include the Project's ability to generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment and conflict with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions (see CEQA significance criteria in Section 4.8.3). It should be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

## 4.8.1 – ENVIRONMENTAL SETTING

### Defining Climate Change

Climate change is the distinct change in measures of climate for a long period of time. Climate change can result from natural processes and from human activities[2]. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e., changes in ocean circulation). Human activities can affect the atmosphere through emissions of gases and changes to the planet's surface. Emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere. The term "climate change" is preferred over the term "global warming" because "climate change" conveys the fact that other changes can occur beyond just average increase in temperatures near the Earth's surface[3]

Elements that indicate that climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (°F) over the last 100 years
- Changes in precipitation patterns
- Melting ice in the Arctic
- Melting glaciers throughout the world
- Rising ocean temperatures
- Acidification of oceans
- Range shifts in plant and animal species

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The Earth's surface in turn radiates heat

[i] This EIR uses the abbreviation "GHG" when discussing a singular greenhouse gas or related singular meaning, such as "total GHG emissions", and "GHGs" when discussing multiple greenhouse gases or related meanings, such as "the Project would emit GHGs.".

back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere absorb this energy (preventing some of the heat from escaping back into space) and re-radiate it in all directions, including back toward earth. This process is essential to supporting life on Earth because it keeps the planet warmer during the nights than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Human activities that enhance the greenhouse effect are detailed below.

Greenhouse Gases. Gases that absorb and emit infrared thermal radiation (heat) in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. There are many compounds present in the Earth's atmosphere which are GHG, including but not limited to water vapor ($H_2O$), carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). GHG allow solar radiation (sunlight) to enter the atmosphere freely. When solar radiation strikes the earth's surface, it is either absorbed by the atmosphere, land, and ocean surface, or reflected back toward space. The land and ocean surface that has absorbed solar radiation warms up and emits infrared radiation toward space. GHG absorb some of this infrared radiation and "trap" the energy in the earth's atmosphere.

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (e.g., $H_2O$), aerobic respiration (e.g., $CO_2$), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (e.g., $CH_4$). However, GHG emissions from human activities such as fuel combustion (e.g., $CO_2$) and refrigerants use (e.g., hydrofluorocarbons, or HFCs) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric $CO_2$ concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 425 ppm in December 2023.[4] The effects of increased GHG concentrations in the atmosphere include increasing shifts in temperature and precipitation patterns and amounts, reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs—$CO_2$, $CH_4$, $N_2O$, and sulfur hexafluoride ($SF_6$)—and two groups of gases—HFCs and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHG are described below.

- Carbon Dioxide ($CO_2$) is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of $CO_2$ from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of $CO_2$ at the sea surface. $CO_2$ is also released from plants during wildfires. Volcanic eruptions release a small amount of $CO_2$ from the Earth's crust. Human activities that affect $CO_2$ in the atmosphere include burning of fossil fuels, industrial processes, and product uses. Combustion of fossil fuels used for electricity generation

and transportation are the largest source of $CO_2$ emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as $CO_2$. Emissions from industrial activities also emit $CO_2$ such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.

- Methane ($CH_4$) is emitted from human activities and natural sources. Natural sources of $CH_4$ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause $CH_4$ releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50% of global $CH_4$ emissions are human generated. Releases from animal digestive processes at agricultural operations are the primary source of human-related $CH_4$ emissions. $CH_4$ is produced from landfills as solid waste decomposes. $CH_4$ is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases $CH_4$. Wetlands are the primary natural producers of $CH_4$ because the habitat is conducive to bacteria that produce $CH_4$ during decomposition of organic material.
- Nitrous Oxide ($N_2O$) is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. $N_2O$ is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of $N_2O$ is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of $N_2O$, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- Sulfur Hexafluoride ($SF_6$) is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of $SF_6$ occur during maintenance and servicing as well as from leaks of electrical equipment.
- Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs) are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is $CO_2$, which has a GWP of one. By comparison, $CH_4$ has a GWP of 28, which means that one molecule of $CH_4$ has 28 times the effect on global warming as one molecule of $CO_2$. Multiplying the estimated emissions for non-$CO_2$ GHG by their GWP determines their $CO_2$ equivalent ($CO_2e$), which enables a project's combined GWP to be expressed in terms of mass $CO_2$ emissions. The GWP and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1.

**Table 4.8-1**
**Global Warming Potential (GWP) of Common Greenhouse Gases (GHG)**

| GHG | Lifetime (years) | GWP[(A)] |
|---|---|---|
| Carbon Dioxide ($CO_2$) | 50-200 | 1 |
| Methane ($CH_4$) | 12 | 28 |
| Nitrous Oxide ($N_2O$) | 114 | 265 |
| HFC-23 | 270 | 12,400 |
| HFC-134a | 14 | 1,3,00 |
| HFC-152a | 1.4 | 138 |
| PFC-14 | 50,000 | 6,630 |
| PFC-116 | 10,000 | 11,100 |
| Sulfur Hexafluoride ($SF_6$) | 3,200 | 23,500 |

Source: IPCC[5]
GWPs are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) 5th Assessment Report.

***Climate Change and California.*** The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur[6]

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below.

In January 2018, the CNRA adopted Safeguarding California Plan: 2018 Update, which builds on nearly a decade of adaptation strategies to communicate current and needed actions State government should take to build climate change resiliency. It identifies hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also has two new chapters and incorporates a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlights how equity is woven throughout the entire plan.[7]

***Carbon Sequestration.*** Carbon sequestration is the process by which plants absorb $CO_2$ from the atmosphere and store it in biomass like leaves and grasses. Agricultural lands, forests, and grasslands can all sequester carbon dioxide, or emit it. The key is to determine if the land use is emitting $CO_2$ faster than it is absorbing it. Young, fast-growing trees are particularly good at absorbing more than they release and are known as a sink. Agricultural resources often end up being sources of carbon release because of soil management practices. Deforestation contributes to carbon dioxide emissions by removing trees, or carbon sinks, that would otherwise absorb $CO_2$. Forests are a crucial part of sequestration in some parts of the world, but

not much in the United States. Another form of sequestration is geologic sequestration. This is a manmade process that results in the collection and transport of $CO_2$ from industrial emitters (i.e. power plants) and injecting it into underground reservoirs.

**Statewide GHG Emissions**

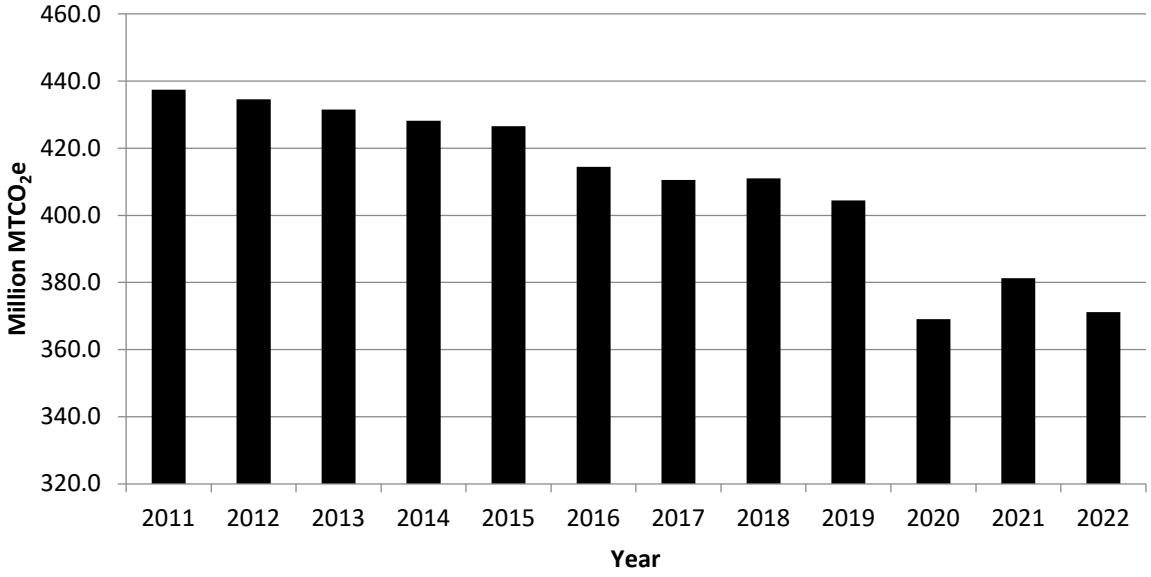
CARB prepares an annual statewide GHG emission inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The statewide GHG emission inventory helps CARB track progress towards meeting the State's Assembly Bill (AB) 32 GHG emissions target of 431 million metric tons of $CO_2$ equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions.[ii]

Statewide GHG emissions for the 2011 to 2022 period are shown in Table 4.8-2. Statewide GHG emissions have generally decreased over the last decade with 2022 levels (371 million $MTCO_2e$) approximately 15% less than 2011 levels (438 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (140 million $MTCO_2e$) accounted for more than one-third (approximately 38%) of the state's total GHG emissions inventory (371 million $MTCO_2e$) in 2022.

[ii] CARB approved use of 431 million $MTCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 million $MTCO_2e$.

**Table 4.8-2**
**2009 – 2020 Statewide GHG Emissions (Million $MTCO_2e$)**

| Scoping Plan Sector | Year | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | '11 | '12 | '13 | '14 | '15 | '16 | '17 | '18 | '19 | '20 | '21 | '22 |
| Agriculture | 34 | 35 | 34 | 34 | 33 | 32 | 32 | 32 | 31 | 32 | 31 | 30 |
| Commercial/Residential | 46 | 39 | 39 | 36 | 37 | 38 | 38 | 38 | 41 | 39 | 39 | 40 |
| Electric Power | 89 | 99 | 94 | 90 | 86 | 71 | 64 | 65 | 60 | 60 | 62 | 60 |
| High GWP | 15 | 16 | 17 | 18 | 19 | 19 | 20 | 21 | 21 | 21 | 21 | 21 |
| Industrial | 86 | 81 | 83 | 85 | 83 | 81 | 81 | 82 | 81 | 73 | 74 | 73 |
| Recycling and Waste | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 8 | 8 |
| Transportation | 159 | 157 | 157 | 158 | 161 | 165 | 166 | 165 | 162 | 136 | 146 | 140 |
| Total Million $MTCO_2e$[(A)] | **438** | **436** | **432** | **428** | **427** | **414** | **410** | **411** | **404** | **369** | **381** | **371** |




Source: CARB[8]

(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' ICC's 4th Assessment Report.

### Existing Site Operations and GHG Emissions Estimates

The proposed Project's existing land uses generate GHG emissions from the same area, mobile, on-site energy, and stationary sources described in Section 4.3.1, *Environmental Setting* (Air Quality, see the "*Existing Site Air Quality Emissions Estimates"* discussion), as well as additional sources that are unique to GHG emissions:

- On-Site Energy: In addition to direct GHG emissions from on-site natural gas consumption, the existing beverage distribution center (DC), office, and warehouse uses

indirectly emit GHGs from the consumption of electricity in building lighting, appliances, and water and space heating equipment.

- Water Sources: The existing beverage DC, office, and warehouse uses indirectly emit GHGs from the electricity imbedded in the supply, treatment, and distribution of water to the existing facilities as well as the treatment of water discharged from the existing facilities.
- Solid Waste Sources: The existing beverage DC, office, and warehouse uses indirectly emit GHGs from the decomposition of solid waste disposed at landfills.
- Refrigerant Sources: The existing beverage DC, office, and warehouse uses emit GHG from refrigerants that may leak or escape from appliances (e.g., refrigerators), building systems (e.g., heating, ventilation, and air conditioning (HVAC) equipment), and motor vehicle air conditioning systems.
- Off-Road Equipment: The existing beverage DC facility indirectly emits GHGs from the consumption of electricity in electric-powered off-road equipment.

Existing site GHG emissions were estimated using the California Emissions Estimator Model, or CalEEMod, Version (V.) 2022.1.0.29, using default data assumptions within CalEEMod, modified to reflect the Project-specific air quality information (described in Section 4.3.1), and the following additional Project-specific information that pertains to GHG emissions:

- DC and Office Building/Space Energy: The default electricity consumption rates for the DC and all associated office land uses[iii] were replaced with the total actual electricity consumed by the DC facility from January 2022 to December 2022 (approximately 7 gigawatt-hours).[9]
- Water and Wastewater: The default indoor and outdoor water consumption (and equivalent wastewater generation) rates were replaced with the existing site-specific water demand estimate contained in the Water Supply Assessment (WSA) prepared for the proposed Project (approximately 4.7 million gallons per year).[10] All water use was modeled as indoor water use.
- Off-Road Equipment The existing site operations include the use of 18 electric-powered forklifts. The electricity consumed by these forklifts is based on 12 hours per day, 6 days a week.[11,12]

The existing site's annual GHG emissions are shown in Table 4.8-3.

[iii] As described in Section 3.3, *Existing Conditions*, the existing land uses at the site include the DC and a mix of commercial, office, and warehouse uses. The default electricity consumption rates for the DC, commercial, and office uses (but not the 7th Street warehouse) were replaced with the existing DC electricity consumption value. Thus, existing building energy emissions are likely slightly underestimated because the source does not account for all building electricity use occurring at the site.
Note: existing includes beverage plant operating when NOP was issued

**Table 4.8-3**
**Existing Operational GHG Emissions Estimates (Year 2024)**

| Source | GHG Emissions (MT / YR) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($MTCO_2e$) | Total $MTCO_2e$ |
| Mobile | 5,554.0 | 0.5 | 0.7 | 6.6 | 5,788.0 |
| Area | 5.5 | <0.1 | <0.1 | -- | 5.5 |
| Energy | 1,575.3 | 0.1 | 0.0 | -- | 1,583.4 |
| Water | 6.6 | 0.2 | < 0.005 | -- | 11.5 |
| Waste | 22.6 | 2.3 | 0.0 | -- | 79.2 |
| Refrigerants | -- | -- | -- | <0.1 | <0.1 |
| Stationary | 0.2 | <0.1 | <0.1 | <0.1 | 0.2 |
| Total(A) | 7,163.7 | 3.0 | 0.7 | 6.6 | 7,467.5 |

Source: MIG 2024 (see Appendix C1.1)
(A) Totals may not equal due to rounding. Existing refers to operation of the onsite beverage distribution warehouse at the time the NOP was issued

## 4.8.2 – REGULATORY FRAMEWORK

### International and Federal

***International Regulation and the Kyoto Protocol***. In 1988, the United Nations established the Intergovernmental Panel on Climate Change (IPCC) to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the "United Nations' Framework Convention on Climate Change" agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt. In 1997, the United States (U.S.) was a signatory to the Kyoto Protocol; however, the treaty was not sent to Congress for ratification. Thus, while a signatory to the Kyoto Protocol, the U.S. is not an official party to this international agreement and is not subject to any emission reductions goals established pursuant to the Kyoto Protocol. Although the U.S. is not a party to this agreement, the GHG targeted for reduction by the Kyoto Protocol are also targeted under federal and State GHG reporting and emissions reduction programs.

***U.S. EPA GHG Tailoring Rule and GHG Reporting System***. On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs ($CO_2$, $CH_4$, $N_2O$, $SF_6$, HFCs, and PFCs) in the atmosphere threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the Clean Air Act's Prevention of Significant Deterioration or Title V operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisions.

***Federal Vehicle Standards.*** In 2009, the National Highway Transportation Safety Administration (NHSTA) issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011 and, in 2010, the U.S. EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, U.S. EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of $CO_2$ in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for $CO_2$ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the U.S. EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6 percent to 23 percent over the 2010 baselines.

In August 2016, the U.S. EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018–2027 for certain trailers, and model years 2021–2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower $CO_2$ emissions by approximately 1.1 billion metric tons (MT) and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program.[13]

In August 2018, the U.S. EPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). On September 27, 2019, the U.S. EPA and the NHTSA published the SAFE Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019)). The Part One Rule revoked California's authority to set its own greenhouse gas emissions standards and set zero emission vehicle mandates in California.

In April 2020, the U.S. EPA and NHTSA issued the SAFE Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (Final SAFE Rule) that relaxed federal greenhouse gas emissions and fuel economy standards. The Final SAFE Rule relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at approximately 1.5 percent per year from model year (MY) 2020 levels over MYs 2021–2026. The previously established emission standards and related "augural" fuel economy standards would have achieved approximately 4 percent per year improvements through MY 2025. The Final SAFE Rule affects both upstream (production and delivery) and downstream (tailpipe exhaust) CO2 emissions. NHTSA repealed and the U.S. EPA rescinded the SAFE Rule Part One in December 2021 and March 2022, respectively, restoring California's authority to implement its GHG standards and ZEV mandates

In May 2022, the NHTSA adopted new fuel economy standards in response to Executive Order 13990, which called for an industry-wide fleet average of approximately 49 miles per gallon for passenger cars and light trucks in model year 2026. The standards increased fuel efficiency 8% annually for model years 2024-2025 and 10% annually for model year 2026. They also

increased the estimated fleetwide average by nearly 10 miles per gallon for model year 2026, relative to model year 2021.[14]

In July 2023, the NHTSA issued a proposal to further update and improve fuel economy standards for passenger cars and light trucks. The standards proposed by NHTSA call for a 2% per year improvement in fuel efficiency for passenger cars and a 4% per year improvement for light trucks. These standards would begin for model year 2027 and ramp up through model year 2032, potentially reaching an average fleet fuel economy of 58 miles per gallon by 2032. NHTSA's proposal also calls for a 10% improvement per year for commercial pickup trucks and work vans (with gross vehicle weight ratings of more than 8,500 pounds and less than 14,001 pounds) beginning in model year 2030 and ramping up through model year 2035.[15]

**State**

***Assembly Bill 32 (California Global Warming Solutions Act) and Related GHG Goals.*** In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order (EO) S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[iv] estimate for 2020, to determine the amount of GHG emission reductions that would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$.[16] In 2008, CARB adopted its Climate Change Scoping Plan, which projected 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identified numerous measures (i.e., mandatory rules and regulations and voluntary measures) to achieve at least 174 million $MTCO_2e$ of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020.[17]

EO B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, EO B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius,.[v, 18]

To reinforce the goals established through EO B-30-15, Governor Brown signed SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives

[iv] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

[v] Two degrees Celsius is considered to be a critical threshold, because that is the incremental increase that is anticipated to cause more than 70 percent of Earth's coastlines to see sea-level rise greater than 0.66 feet. This increase in sea level would result in increased coastal flooding, beach erosion, salinization of water supplies, and other impacts on humans and ecological systems.

the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the State's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases." AB 197 amends Article 7.6 (commencing with Section 9147.10) to Chapter 1.5 of Part 1 of Division 2 of Title 2 of the Government Code, and amends Sections 39510 and 39607 of, and adds Sections 38506, 38531, 38562.5, and 38562.7 to the Health and Safety Code relating to air resources.

On September 16, 2022, Governor Newson signed into law AB 1279, the California Climate Crisis Act, that codified California's 2045 carbon neutrality goal and established a GHG emission reduction target of 85% below 1990 levels. AB 1279 added Section 38562.2 to the Health and Safety Code relating to GHGs.

***Scoping Plan.*** The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach the GHG reduction targets stipulated in AB 32. The key elements of the 2008 Scoping Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees.[17] CARB estimated that implementation of these measures would achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020.[17]

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations, and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments.[19] "The First Update" defined CARB's climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan Update,[20] was adopted by CARB in December 2017. The primary objective for the 2017 Scoping Plan Update is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The 2017 Scoping Plan Update identifies an increased need for coordination among State, Regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions.

The third update to the scoping plan, the 2022 Scoping Plan,[21] was released in May 2022 and adopted by CARB in December 2022. The plan presents a scenario for California to meet the State goal of reducing GHG emissions 40% below 1990 levels by 2030 and to achieve carbon neutrality by 2045. Specifically, the 2022 Scoping Plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.

- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies upon the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits taking action.
- Identifies key implementation actions to ensure success.

Unlike the previous scoping plans, the 2022 Scoping Plan relies more heavily on the implementation, adoption, and use of existing technologies to reduce GHG emissions over the coming decades, as opposed to technologies that need to be developed. Examples of existing technologies the 2022 Scoping Plan relies upon include the use of renewable energy and energy storage systems (as opposed to polluting alternatives) for the electrical grid and transitioning the transportation sector's mobile sources to zero-emission technologies for light- and heavy-duty vehicles. The 2022 Scoping Plan also differs from its predecessors in that it takes into account carbon sources and sinks from California's NWL and identifies the need for active carbon capture and sequestration (CCS) technologies for some emissions sectors, such as petroleum refining and the production / processing of stone, clay, glass, and cement.

The continued implementation of existing plans, policies, and regulations adopted for the purposes of reducing GHG emissions remain critical for achieving the State's 2030 and 2045 GHG reduction goals. For example, the 2022 Scoping Plan identifies a goal of achieving a per capita vehicle miles traveled (VMT) reduction of at least 25 percent below 2019 levels by 2030 and a 30 percent below 2019 levels by 2045, which is related to the implementation of SB 375 and recommendations provided by the Scoping Plan's Environmental Justice Advisory Committee. The 2022 Scoping Plan also acknowledges that, "local governments are also frequently the sources of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals… and can also provide important co-benefits such as improved air quality, local economic benefits, healthier and more sustainable communities, and improved quality of life."[21]

***Low Carbon Fuel Standard Regulation.*** CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009, identifying it as one of the nine discrete early action measures in the 2008 Scoping Plan to reduce California's GHG emissions. The LCFS regulation is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The LCFS regulation defines a Carbon Intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule."

The LCFS regulation initially required a reduction of at least 10 percent in the CI of California's transportation fuels by 2020. CARB approved some amendments to the LCFS in December 2011, which were implemented on January 1, 2013. In September 2015, the Board approved the re-adoption of the LCFS, which became effective on January 1, 2016, to address procedural deficiencies in the way the original regulation was adopted. The 2015 rulemaking included many amendments, updates, and improvements to the program, including a compliance schedule that

maintained the 2009 LCFS regulation's target of a 10 percent reduction in average carbon intensity by 2020 from a 2010 baseline. In 2018, the Board approved amendments to the regulation, which included strengthening and smoothing the carbon intensity benchmarks through 2030 in-line with California's 2030 GHG emission reduction target enacted through SB 32, adding new crediting opportunities to promote zero emission vehicle adoption, alternative jet fuel, carbon capture and sequestration, and advanced technologies to achieve deep decarbonization in the transportation sector.[22]

***Senate Bill 375 (Sustainable Communities and Climate Protection Act) and Connect SoCal.*** In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the Southern California Association of Governments (SCAG) region were eight percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively. SCAG's Regional Council adopted 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016, which updated the 2012 RTP/SCS.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state. The new SCAG targets are an 8 percent reduction in per capita passenger vehicle GHG reductions by 2020 and a 19 percent reduction by 2035.[23] On May 7, 2020, SCAG adopted "Connect SoCal", the 2020-2045 RTP/SCS, for federal transportation conformity purposes only. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal, and the addendum to the Connect SoCal Program Environmental Impact Report. Connect SoCal is designed to meet the regional GHG reduction targets for SCAG that were identified by CARB in 2018.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal contains 10 primary goals, as detailed below:

1. Encourage regional economic prosperity and global competitiveness.
2. Improve mobility, accessibility, reliability, and travel safety for people and goods.
3. Enhance the preservation, security, and resilience of the regional transportation system.
4. Increase person and goods movement and travel choices within the transportation system.
5. Reduce greenhouse gas emissions and improve air quality.
6. Support healthy and equitable communities.

7. Adapt to a changing climate and support an integrated regional development pattern and transportation network.
8. Leverage new transportation technologies and data-driven solutions that result in more efficient travel.
9. Encourage development of diverse housing types in areas that are supported by multiple transportation options.
10. Promote conservation of natural and agricultural lands and restoration of habitats.

Connect SoCal's "Core Vision" centers on maintaining and better managing the transportation network for moving people and goods, while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. The Core Vision includes Sustainable Development, System Preservation and Resilience, Demand and System Management, Transit Backbone, Complete Streets, and Goods Movement.[24]

In April 2024, SCAG's Regional Council adopted Connect SoCal 2024, (2024 RTP/SCS) an update to Connect SoCal 2020 that planned development in the region through 2050. Connect SoCal 2024 updates assumptions from Connect SoCal 2020. The Regional Growth Forecast in Connect SoCal 2024 projects a 30% higher household growth during the 2020s than was projected in Connect SoCal 2020. Connect SoCal 2024 also shifts the categories of regions that can accommodate jobs and housing from Priority Growth Areas (PGAs) to Priority Development Areas (PDAs). While PGAs and PDAs have substantial overlap, PDAs do not include Job Centers and High-Quality Transit Areas that helped compose the PGAs. Compared to Connect SoCal 2020's PGAs, SoCal 2024's PDAs include a greater percentage of new households and a substantially lower percentage of new jobs in a larger total land area.[vi]

Connect SoCal 2024 projects that approximately 66% of new households and 54% of new jobs between 2019 and 2050 will be located in PDAs, which accounts for 8.2% of the region's total land area. PDAs in Connect SoCal 2024 include Neighborhood Mobility Areas (NMAs), Transit Priority Areas (TPAs), Livable Corridors, and Spheres of Influence (SOIs). If implemented, Connect SoCal 2024 is projected to achieve the region's targets for reducing greenhouse gases from automobiles and light-duty trucks by 19% per capita, from 2005 levels, by 2035.

***Senate Bill 350 (Clean Energy and Pollution Reduction Act), Senate Bill 100, and SB 1020.*** In October 2015, Governor Brown signed SB 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by the passage of SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50% and 60% of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and requires 100% of all electricity supplied come from renewable sources by 2045.

On September 16, 2022, Governor Newson signed into law SB 1020, the Clean Energy, Jobs, and Affordability Act of 2022. SB 1020 set targets for the retail sale of electricity of 90% clean electricity by 2035 and 95% by 2040, and 100% by 2045. It also set a target for 100% clean electricity for electricity serving state agencies by 2035.

[vi] Connect SoCal 2020 anticipated that from 2016 to 2045, approximately 64% of households and 74% of new jobs would occur in PGAs, which comprised approximately 4% of the SCAG region's total land area. Connect SoCal 2024 anticipated that from 2019 to 2050, approximately 66% of household growth and 54% of employment growth would occur in PDAs, which comprise approximately 8.2% the SCAG region's total land area. 36% of household growth was located in more than one priority area and outside environmental constraint areas in Connect SoCal 2020 compared to 39% in Connect SoCal 2024.

***Sustainable Freight Plan.*** The Sustainable Freight Plan was adopted by CARB in July 2016 which provides a recommendation on a high-level vision and broad direction to the Governor to consider for State agencies to utilize when developing specific investments, policies, and programs related to the freight transport system that serves our State's transportation, environmental, and economic interests.[25] The Sustainable Freight Plan includes recommendations on:

- A long-term 2050 vision and guiding principles for California's future freight transportation system.
- Targets for 2030 to guide the State toward meeting the Vision.
- Opportunities to leverage State freight transport system investments.
- Actions over the next five years to make progress towards the Targets and the Vision.
- Pilot projects to achieve on-the-ground progress in the near-term.
- Additional concepts for further exploration and development, if viable.

**Advanced Clean Trucks Program.** The Advanced Clean Trucks (ACT) regulation was approved by CARB on June 25, 2020. The main components of the regulation are manufacturers' ZEV sales requirements and a one-time reporting requirement for large entities and fleets.

- ZEV Truck Sales. Manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines are required to sell zero-emission trucks as an increasing percentage of their annual California sales from 2024 to 2035. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b – 3 truck sales, 75% of Class 4 – 8 straight truck sales, and 40% of truck tractor sales.
- Company and Fleet Reporting. Large employers including retailers, manufacturers, brokers and others are required to report information about shipments and shuttle services. Fleet owners, with 50 or more trucks, would be required to report about their existing fleet operations. This information would help identify future strategies to ensure that fleets purchase available zero-emission trucks and place them in service where suitable to meet their needs.

Promoting the development and use and use of advanced clean trucks will help CARB achieve its emission reduction strategies as outlined in the SIP, Sustainable Freight Action Plan, SB 350, and AB 32.

**Advanced Clean Cars Program.** In January 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the ZEV regulation. The Program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's ACC Program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

Executive Order B-48-18, issued by Governor Brown in January 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update functions as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the

directives of Executive Order B-48-18.

EO N-79-20, issued by Governor Newsom in September 2020, set a goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It also set a goal that 100 percent of medium- and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. In addition, this EO set a goal to transition to 100 percent zero-emission off-road vehicles and equipment in the state by 2035 where feasible.

In August 2022, CARB approved the Advanced Clean Cars II program, which sets requirements for ZEV sales and codifies the light-duty vehicle goals in EO N-79-20. The regulation requires new light duty vehicle sales will be 35% zero emission or plug in hybrid electric vehicles in 2026, 68% in 2030, and 100% in 2035.

**Advanced Clean Fleets Regulation.** On April 28, 2023, CARB approved Advanced Clean Fleets (ACF), a rule that requires fleets of medium- and heavy-duty vehicles to transition to zero-emission vehicles. ACF applies to all drayage trucks, to high priority fleets, (i.e., fleets that have at least $50 million in gross annual revenue or fleets that operate 50 or more medium- and heavy-duty vehicles), and to government fleets; however, in January 2025, CARB withdrew its request for a waiver and authorization to implement the ACF rule, and is no longer enforcing the parts of the regulation that required a federal waiver. As such, the ACF only applies to state and local government fleets, which can choose between two options to meet the zero-emission requirements: a ZEV Milestone schedule or a Model Year Schedule. The ZEV Milestone schedule sets requirements for a percentage of the total fleet to be zero-emission at specified years, depending on the type of vehicle. For example, under the ZEV Milestone option, box trucks and yard tractors would need to have zero-emission vehicles consist of 10% of the fleet by 2025, 50% of the fleet by 2031, and 100% by 2035. Specialty vehicles would have a longer timeline and would need to reach 100% zero-emission vehicles by 2042. If state and local governments do not choose the ZEV Milestone option, new fleet purchases are required to be 50% zero-emission[vii] starting in 2024 and 100% zero-emission by 2027.[viii]

**Local**

***Rancho Cucamonga Development Code.*** The City's Development Code contains the following provisions related to EV parking and transportation demand management (TDM) measures:

- Section 17.64.120 (Electric Vehicle Parking Requirements) requires electric vehicle charging infrastructure in new developments. Subsection 17.64.120(H) (Electric Vehicles in Industrial Zones) requires: 1) a minimum of 10 percent of required parking in all new developments within the Industrial Zones for employees and guests shall be reserved for electric vehicles, one charging station shall be installed for every two spaces dedicated to electric vehicles, and that charging stations for electric powered trucks may be required as determined by the approving authority; and 2) a minimum of 10 percent of parking spaces provided shall be EV ready and an additional five percent shall be EV Installed.

[vii] State and local governments may meet the ACF requirements with near-zero-emission vehicles until 2035. After 2035, only zero-emission vehicle purchases would apply to the requirements.
[viii] If fleets have 10 or fewer vehicles or are in designated counties, zero-emission purchasing requirements would start later, in 2027.

- Subsection 17.64.120(I) requires the new commercial or industrial developments where heavy-duty diesel trucks idle on-site shall install electric truck hook-ups in docks, bays, and parking areas.
- Chapter 17.78, Transportation Demand Management, requires large employers of new developments to implement transportation demand management (TDM) programs, based on the size of the development, including:
    - Office land uses with a minimum of 80,000 square feet
    - Light industrial uses with a minimum of 250,000 square feet
    - Heavy industrial uses with a minimum of 350,000 square feet

  Accordingly, the DC/PC/ASRS would be subject to the requirements of Section 17.78.020, including providing preferential parking spaces for carpool and vanpool vehicles, providing one shower and eight lockers for each 200 employees or fraction thereof, and implementing at least two of the following:
    - Ridesharing program, including:
        - Distribution of ridesharing matching forms to all new employees and at least once a year to continuing employees.
        - Yearly surveys of employees to determine interest in ridesharing.
        - Designation of staff member to assist other employees in finding carpool matches.
        - Advertising and promotions to generate interest and viability for the program.
        - Tailoring of work hours to facilitate ridesharing.
    - Leasing of vans, at cost, for employees who vanpool.
    - Provision of company fleet cars at nominal cost for commuting by carpoolers.
    - Subsidized transit passes or transit service.
    - Modified work hours.

***Plan RC, Rancho Cucamonga General Plan Update.*** The Resource Conservation Chapter of the City of Rancho Cucamonga General Plan (Rancho Cucamonga GP) provides guidance to promote the city's goals for the conservation of global and local resources, including goals and policies related to climate.[26] Project relevant goals and policies specific to GHG are discussed in this section. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below. Rancho Cucamonga GP policies that directly address reducing and avoiding GHG impacts include the following:

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

**Policy RC-6.9** Access. Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.

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

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

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

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

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

**Policy RC-6.17** Offsite GHG Mitigation. Allow the use of creative mitigation efforts such as off-site mitigation and in lieu fee programs as mechanisms for reducing project-specific GHG emissions.

***Rancho Cucamonga Climate Action Plan.*** The City of Rango Cucamonga adopted its Climate Action Plan in December 2021.[27] The CAP includes an emissions inventory for 2018 and emissions forecasts for 2030 and 2040. The CAP sets GHG reduction measures in the categories of zero emission and clean fuels, carbon sequestration, local food supply, efficient water use, waste reductions, and sustainable transportation to achieve the targets of a 31% reduction below 2018 levels by 2030 and a 47% reduction below 2018 levels by 2040. The CAP includes a consistency checklist in Section 4.3 that is intended to be used to evaluate consistency with the CAP as projects are proposed within the city. The CAP checklist includes items such as:

- **EV Ready/Installed Parking Spaces.** Specifies a percentage of parking spaces associated with the project that need to be EV ready and EV installed.
- **Off-road Equipment.** Requires projects to use ZEV technology or zero-emission fuels during operational activities for off-road vehicles and equipment that have an engine horsepower rating greater than or equal to 50 horsepower.
- **Construction Vehicles and Equipment.** Requires at least 50% of vehicles and equipment with an engine rating greater than or equal to 50 horsepower to be powered by electricity or other zero-emissions technology or fuels.
- **Renewable Energy.** Requires projects to include on-site renewable energy systems.
- **Transportation Demand Management.** Provides a list of strategies projects have to comply with to reduce vehicle miles traveled.
- **Bike Lanes.** Requires projects to implement bike lane improvements consistent with the City's existing plans (e.g., General Plan).
- **Traffic Signal Timing.** Requires the project to implement traffic signal timing improvements on key commute corridors.

**Rancho Cucamonga Electric Vehicle Readiness Plan**. The City of Rancho Cucamonga adopted the Electric Vehicle Readiness Plan in June 2021.[28] The plan describes the current EV charging infrastructure in the city and provides the strategies for placing additional EV charging stations. It focuses on public charging for passenger vehicles. The EV Readiness Plan projects the City will have a total 272 public charging plugs by 2025 and 405 public charging plugs by 2030.

## 4.8.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, the implementation of the Project would have a significant impact related to GHG emissions if it would:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?

c) Cause substantial adverse cumulative impacts with respect to GHGs?

The following sections provide context for the evaluation of the Project's GHG emissions, and the thresholds of significance used in this EIR.

### Discussion of Potential GHG Emissions Thresholds of Significance

CEQA Guidelines Section 15064 establishes that the determination of the significance of a project's GHG emissions requires careful judgement and a good-faith effort to describe or estimate the amount of GHG emissions resulting from a project. A lead agency may prepare a quantitative or a qualitative analysis of GHG emissions; however, the analysis should focus on a project's reasonably foreseeable change in GHG emissions, for an appropriate timeframe, and with consideration of evolving scientific knowledge and state regulatory schemes. When determining the significance of a project's GHG emissions impact, a lead agency should consider factors such as, but not limited to, the potential increase or decrease in GHG emissions compared to a project's existing environmental setting and whether a project's GHG emissions exceed the threshold of significance determined to apply to a project.

In addition, CEQA Guidelines Section 15183.5 sets forth that a lead agency may analyze and mitigate the significant effect of GHG emissions at a programmatic level, such as in a general plan or a separate plan for the reduction of GHG emissions (e.g., a CAP). Such a plan may be used to find that a project's incremental contribution to global climate change is not cumulatively considerable if the project complies with the requirements of the GHG reduction plan, provided the GHG reduction plan: 1) Quantifies existing and projected GHG emissions over a specific time period from activities within a defined geographic area; 2) Establishes a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; 3) Identifies and analyzes the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; 4) Specifies measures, or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified GHG emissions reduction level; 5) Establishes a mechanism to monitor the plan's progress toward and to require amendment if the plan is not achieving the specific GHG reduction level; and 6) Is adopted in a pubic process following environmental review.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the SCAQMD Governing Board adopted an interim CEQA GHG significance threshold of 10,000 $MTCO_2e$ per year for stationary source/industrial projects for which the SCAQMD is the lead agency. The policy objective of the SCAQMD's interim threshold is to achieve an emission capture rate of 90 percent of all new or modified stationary source projects. A GHG significance threshold based on a 90 percent emission capture rate may be more appropriate to address the long-term adverse impacts associated with global climate change because most projects will be required to implement GHG reduction measures. Further, a 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that will be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate, contribute a relatively small fraction of the cumulative statewide GHG emissions. This assertion is based on the fact that SCAQMD staff estimates that these GHG emissions would account for slightly less than one percent of the future 2050 statewide GHG emissions target. The SCAQMD has continued to consider the adoption of significance thresholds for projects where the SCAQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$ /year threshold for industrial uses would be recommended for use by all lead agencies. Note there are two options to setting thresholds for non-industrial projects. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 $MTCO_2e$ per service population for project level analyses and 4.1 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The tiered approaches to evaluating GHG emissions identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The only update to the SCAQMD's GHG thresholds since 2010 is that the 10,000 $MTCO_2e$ per year threshold for

industrial projects is now included in the SCAQMD's CEQA thresholds of significance document that is published for use by local agencies[29].

With regards to the programmatic analysis and mitigation of GHG emissions, the Rancho Cucamonga CAP identifies and mitigates significant GHG emissions at a programmatic level and was prepared in accordance with the requirements of CEQA Guidelines Section 15183.5 for tiering and streamlining the analysis of GHG emissions under CEQA. The CAP does not establish project-level review or consistency thresholds, but does establish, based on substantial evidence, GHG reduction targets that align with State policy to reduce GHG emissions to 40% below 1990 levels by 2030. The Rancho Cucamonga CAP "affords development applicants the opportunity to use CEQA streamlining tools for analysis of GHG emissions and related impacts for projects that are consistent with the CAP. The CAP Consistency Checklist contains measures that are required to be implemented on a project-by-project basis to achieve the City's 2030 reduction target. By implementing the measures in the Checklist, a development project would demonstrate its consistency with this CAP." As described in Section 4.8.2, the City's CAP includes a 2018 emissions inventory, emissions forecasts for 2030 and 2040, and GHG reduction targets that align with the State's goal to reduce GHG emissions to 40% below 1990 levels by 2030.[ix] The CAP's emissions forecasts are based on growth in the City's population, jobs, housing, VMT, and non-residential development assumed to occur by PlanRC between 2018 and 2040, including a 13% increase in industrial/flex square footage in the City by 2030 (equal to 2,063,600 square feet) and a 26% increase in industrial/flex square footage in the City by 2040 (equal to 4,127,200 square feet). The proposed project would be consistent with the General Plan (see Section 4.11, *Land Use and Planning*), and could be within the Plan RC and CAP growth projections; however, neither PlanRC nor the CAP specifically identified the redevelopment and expansion of the existing site by the proposed Project, nor the installation of large stationary source equipment that combusts natural gas. Therefore, the City has determined that the proposed Project is not consistent with the CAP's growth projections and is not eligible to tier or streamline the analysis of GHG emissions pursuant to CEQA guidelines Section 15183.5.

**GHG Emissions Thresholds of Significance Applied to the Proposed Project**

Based on Appendix G to the CEQA Guidelines and the information discussed above, the Project would result in a potentially significant GHG emissions impact if it would

- Generate GHG emissions, either directly or indirectly, that exceed the SCAQMD's 10,000 $MTCO_2e$ for industrial facilities;
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs; or
- Cause substantial adverse cumulative impacts with respect to GHGs.

This EIR applies SCAQMD's 10,000 $MTCO_2e$ industrial facility threshold to evaluate the proposed Project's GHG emissions levels because the development of this threshold is based on substantial regional evidence and aligns with State climate change goals.[x] It is noted the use

[ix] The CAP's 2040 GHG reduction target was based on an emission reduction trajectory that aligns with the State's goal to reduce GHG emissions to 80% below 1990 levels by 2050. The CAP was prepared before AB1279 was adopted, which established a a state policy to reduce anthropogenic emissions of GHGs to 85% below 1990 levels by 2045.

[x] The City is not adopting nor proposing to use the SCAQMD's 10,000 $MTCO_2e$ per year threshold as a CEQA GHG threshold for general use; rather, it is only intended for use on this project as a means to provide context for whether the project would generate GHG emissions that have the potential to have a direct or indirect significant effect on the environment.

of the 10,000 $MTCO_2e$ threshold is also considered to be conservative for the proposed Project since it is being applied to all of the GHG emissions generated by the proposed project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources), whereas the SCAQMD's adopted 10,000 $MTCO_2e$ threshold primarily applies to new stationary sources at industrial facilities.

### 4.8.4 – GHG EMISSIONS MODELING METHODOLOGY

The proposed Project would emit GHG emissions during construction and operation of the Production Center (PC), Distribution Center (DC) and Automatic Storage and Retrieval System (AS/RS) facilities, office, parking and other facilities, and the 7th Street warehouse building.

This section describes the proposed Project's activities and operations that would emit GHGs, and the methods used to quantify the Project's GHG emissions. Table 4.8-4 summarizes the methods used to quantify the Project's GHG emissions.

**Table 4.8-4**
**Summary of GHG Quantification Methodologies / Data Sources**

| Source | Methodology | Key Data Inputs |
|---|---|---|
| Construction Heavy Duty Off-Road Equipment | CalEEMod | Equipment Type, Quantity, and Runtime |
| Construction Vehicle Trips | CalEEMod | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |
| Operational Building Electricity | Project-Specific Data and CalEEMod | Historical Electricity Consumption, Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency |
| Operational Building Natural Gas | CalEEMod | Size and Type of Proposed Structure, Climate Zone, and Energy Efficiency |
| Operational Water/Wastewater, Solid Waste, Refrigerants | Project-Specific Data and CalEEMod | Indoor/Outdoor Water Use, Size and Type of Proposed Structures, Vehicle Fleet Characteristics |
| Operational Stationary Sources | Project-Specific Data and Manufacturer's Specifications | Size and Type of Equipment, Historical Operating Conditions |
| Operational Off-Road Equipment | Project-Specific Data and CalEEMod | Equipment Type, Size, Fuel, and Activity Hours |
| Operational Vehicle Trips | Project-Specific Data and CalEEMod | Vehicle Classification, Fuel Type, Number of Trips, and Trip Distance |

#### Construction GHG Emission Estimates

The proposed Project's construction activities would emit GHGs from the same construction equipment and vehicle trips described in Section 4.3.4, *Air Quality Emissions Modeling*

Methodology (see the "Criteria Air Pollutants – Construction Emissions Methodology" discussion). In addition, construction vehicle trips would result in emissions of GHGs from vehicle air conditioning systems (see "Operational GHG Emissions Estimates" below). MIG estimated the proposed Project's construction GHG emissions using CalEEMod, V. 2022.1.1.29, using the same Project-specific modifications discussed in Section 4.3.4.

**Operational GHG Emission Estimates**

Once operational, the proposed Project would generate GHG emissions from the building, mobile, off-road, and stationary sources described in Section 4.3.4, *Air Quality Emissions Modeling Methodology* (see the "Criteria Air Pollutants – Operational Emissions Methodology" discussion), and Section 4.6.4, *Energy Resource Quantification Methodology* (see the "Operational Energy Consumption" discussion). MIG estimated the proposed Project's operational GHG emissions using the same methodologies (CalEEMod V. 2022.1.1.29, manufacturer's specifications, and historical data) and Project-specific modifications discussed in Section 4.3.4 and 4.6.4, with the following additional Project-specific modifications made for GHG emissions sources:

- PC, DC, and ASRS Building Energy:
    - Electricity: Electricity used for space and water heating, lighting, appliances, and PC, DC, and ASRS processes was estimated using a derived electricity consumption metric based on actual building size and electricity consumption data from similar existing facilities in Downey (PC and DC) and Los Angeles (PC only).[30] For these facilities, the electricity consumption from January 2024 to September 2024 was divided by each facility's square footage to yield an annualized estimate of electricity consumption per square foot of DC and PC space. The resulting electricity consumption metrics (92.1 kWh per square foot for the Downey DC and an average metric of 36.6 kWh per square foot for the Downey PC and LA PC), were multiplied by the size of the proposed Project's DC and ASRS (approximately 239,750 square feet) and PC (approximately 351,600 square feet) to yield a base electricity consumption estimate of approximately 22.1 GWh for the proposed DC and ASRS and 12.9 GWh for the proposed PC.
        - Solar PV Generation and Battery Energy Storage System (BESS) Effect on PC, DC, and ASRS Electricity Demand: The proposed Project's 1.7-MW capacity rooftop solar PV system is estimated to produce 2.8 GWh of electricity annually. The PV system would be supported by an on-site 2-MW BESS that would store and provide power to the Project during periods when solar power generation is not occurring. The Project's on-site renewable solar PVC system would directly reduce the Project's Phase 1 and Phase 2 electricity PC, DC, and ASRS electricity demand by 2.8 GWh per year, from approximately 35 GWh per year to 32.2 GWh per year.
        - Cogeneration System Effect on PC, DC, and ASRS Electricity Demand: The proposed Project's Phase 2 cogeneration system (see below) is estimated to produce approximately 3.1 gross MW and 2.5 net MW of electricity per hour. Based on the system's anticipated minimum (91.3%)

and maximum (100%) operating times, the cogeneration system's on-site electricity production would directly reduce the Project's PC, DC, and ASRS electricity demand by approximately 20.0 GWh to 21.9 GWh per year. This would reduce the total electricity consumption in the PC, DC, and ASRS from approximately 32.2 GWh per year to between 12.2 GWh and 10.3 GWh per year.

- Natural Gas: Natural gas used for space and non-process water heating was estimated using CalEEMod based on the PC, DC, and ASRS building size, the Project's location in California Energy Commission (CEC) energy demand forecast zone (EDFZ) 10, and CalEEMod default building energy efficiency standards for Title 24 and non-Title 24 sources. As estimated using CalEEMod, the PC, DC, and ASRS facilities would consume approximately 19,663 MMBTU of natural gas annually.

- Office Space/Building and 7th Street Warehouse Building Energy: Office space and 7th Street warehouse building electricity and natural consumption were estimated using CalEEMod based on building size, CalEEMod default energy use assumptions for EDFZ 10, and CalEEMod default energy efficiency assumptions. As estimated using CalEEMod, Phase 1 and Phase 2 office and warehouse uses would consume approximately 1.4 GWh of electricity per year and 2,953 MMBTU of natural gas per year.

- Parking Facility Electricity: Parking facility electricity consumption was estimated using the total parking area of these facilities, CalEEMod default energy use assumptions for EDFZ 10, and CalEEMod default energy efficiency assumptions. As estimated using CalEEMod, Phase 1 and Phase 2 parking uses would consume approximately 0.9 GWh of electricity per year.

- Stationary Source Natural Gas and Diesel Use:

  - Tray Shrink Packers: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology* (see the "Criteria Air Pollutants – Operational Emissions Methodology" discussion), tray shrink packer natural gas consumption was estimated using data from the shrink packers that operate at the Downey PC/D and determined to be approximately 5,945 MMBtu per year.

  - Boilers: As described in Section 4.3.4, the proposed Project's 3, 600 horsepower boilers would operate between a minimum of 7,297 hours per year (83.3% annual operating time) and a maximum of 8,760 hours per year (100% annual operating time). The total estimated Phase 1 natural gas consumption for the proposed Project's boilers would be between approximately 94,907 MMBtu per year and 108,510 MMBtu per year. The total estimated Phase 2 natural gas consumption for the proposed Project's boilers would be between 189,815 MMBtu per year and 217,020 MMBtu per year. Phase 2 natural gas consumption would be reduced by the amount of recoverable thermal energy produced by the Project's cogeneration system (see below), which is estimated to produce between 47,776 MMBtu and 52,315 MMBtu of recoverable thermal energy per year.

  - Cogeneration System: As described in Section 4.3.4, the proposed Project's 2, 2146 horsepower generators would operate between a minimum of approximately 8,000 hours per year (91.3% annual operating time) and a

maximum of 8,760 hours per year (100% annual operating time. The total estimated natural gas consumption for the cogeneration system would be between approximately 203,696 MMBtu per year and 223,047 MMBtu per year.

- Emergency Generator: As described in Section 4.3.4, *Air Quality Emissions Modeling Methodology*, the proposed Project's 2, 2,011-horsepower emergency diesel engine-generator sets would be tested monthly and consume a total of up to approximately 50,800 gallons of diesel fuel per year, based on manufacturer's specifications.

- Off-Road Equipment: The proposed Project would include the operation of 35 electric forklifts, 5 electric sweeper/scrubbers, 2 electric aerial lifts, 1 electric yard truck, and other small material handling equipment (e.g., pallet jacks, rider jacks, etc.). The electricity consumed by this equipment was modeled using CalEEMod default equipment horsepower and load factor assumptions; however, the load factor for other material handling equipment was lowered to account for the engine rating (less than 10 horsepower) for typical electric power jacks.[31] All off-road equipment was assumed to operate 12 hours per day, 7 days per week.[xi]
- Water Use: The default CalEEMod water use assumptions were replaced with Project-specific water use information from the WSA prepared for the project, which estimated the Project would use approximately 252.2 million gallons of water per year in Phase 1 and approximately 281.2 million gallons of water per year in Phase 2.[10] Most of this water would be used for beverage making (247 million gallons in Phase 1 and 276 million gallons in Phase 2). The remainder would be used for building use (2.3 million gallons in Phase 1 and Phase 2) and landscaping/irrigation (2.6 million gallons in Phase 1 and Phase 2).
- Refrigerants: In addition to refrigerants used in appliances and air conditioning systems, the PC would have 1,000 square feet dedicated to cold storage. The production packing units would use a Hydrofluro-Olefins (HFO) refrigerant (R514) that has a GWP of 2.0. The refrigerant would be contained in three (3) compressor units, with each unit containing 400 pounds).[32] The selected chillers would have a leak rate of less than 0.5%.
- Groundwater Well: The pumps/potential treatment equipment associated with the groundwater well were modeled as consuming approximately 0.8 GWh annually, based on the extraction of 340.2 million gallons per year.[33, 34, xii]

[xi] It is noted that CalEEMod estimates GHG emissions for electric off-road equipment based on the amount of electricity the equipment assumes; however, the electricity consumed by the equipment is not included in building energy consumption estimates. As estimated using CalEEMod, the proposed Project's off-road equipment would consume approximately 5.0 GWh of electricity annually. The inclusion of off-road equipment in the CalEEMod project file is considered conservative (i.e., likely to overestimate GHG emissions) because the actual electricity consumption data used to model PC, DC, and ASRS electricity consumption includes the electricity consumed by electric pallet jacks.

[xii] This is based on a rate of 750 kWh / AFY, which was derived from a similar sized project to estimate the electricity that would be required by the project to extract water from the well.[34] This estimate accounts for full well production capacity. The project is only anticipated to consume approximately 863 AFY for bottling use, building use, and irrigation use.**Error! Bookmark not defined.**

## 4.8.5 – IMPACTS AND MITIGATION MEASURES

### GHG Emissions

***Impact GHG-1 – Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?***

*Analysis of Impacts*

The proposed Project would generate GHG emissions from the short-term construction and long-term operational sources described in Section 4.3.4, *Air Quality Emissions Modeling Methodology* and Section 4.8.4 above. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year over the life of the Project. Accordingly, the SCAQMD recommends averaging construction GHG emissions over a 30-year period and combining this average with operational emissions estimates to facilitate comparison to potential thresholds, standards, plans, etc. that may be based on annualized GHG emissions estimates or GHG reduction targets.

As described in Section 4.8.4, the Project's construction-related GHG emissions were estimated using Project-specific construction activities and SCAQMD-recommended air quality and GHG emissions modeling software (i.e., CalEEMod). The Project's total and 30-year average construction emissions for Phase 1 and Phase 2B are summarized in Table 4.8-5.[xiii] Refer to Appendix C for detailed construction CalEEMod assumptions and modeling results.

[xiii] As described in Section 4.3.4, construction Phase 2B emissions would involve more intensive demolition and construction activities than Phase 2A. Therefore, potential impacts assessed for Phase 2B would address any impacts associated with Phase 2A construction activities, too. As such, a separate analysis for Phase 2A construction emissions is not presented.

**Table 4.8-5**
**Project Construction GHG Emissions (Phase 1 and Phase 2)**

| Source | Total GHG Emissions (Metric Tons) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| Phase 1 Construction | 8,632.4 | 0.5 | 0.6 | 8.4 | 8,830.3 |
| *Phase 1 30-Year Average*[(A)] | *287.7* | *<0.1* | *<0.1* | *0.3* | *294.3* |
| Phase 2B Construction | 1,543.2 | 0.1 | 0.1 | 1.3 | 1,575.6 |
| *Phase 2B 30-Year Average*[(A)] | *88.2* | *<0.1* | *<0.1* | *0.1* | *89.6* |
| **Total 30-Year Average**[(A),(B)] | **339.2** | **<0.1** | **<0.1** | **0.3** | **346.9** |

Source: MIG (see Appendix C1.2)

(A) Emissions are amortized over the life of the project, which is presumed to be 30 years. The Phase 1 and Phase 2B averages are based on only Phase 1 and Phase 2B construction activities, respectively. The total 30-year average is the sum of the individual Phase 1 and Phase 2B averages.

(B) Total may not equal due to rounding.

Once operational, the Project would generate GHG emissions from mobile, area, energy, water/wastewater, solid waste, refrigeration, off-road, and stationary sources. The Project's operational-related energy consumption was estimated using Project-specific development and operational characteristics, manufacturer's equipment specifications, and SCAQMD-recommended modeling software (i.e., CalEEMod). It is noted that the proposed Project's operational GHG emissions would vary by phase, equipment operations (anticipated minimum or potential maximum operations), and whether or not thermal recovery from the cogeneration system is used to offset natural gas combustion in Phase 2 boiler operation. The following analysis primarily evaluates the worst-case GHG emissions estimates for each Project phase, which are based on maximum potential stationary source equipment operations (i.e., maximum 100% operating times instead of anticipated typical operating times); GHG emissions based on anticipated typical or average equipment operations would be lower than discussed below.

The proposed Project's total maximum GHG emissions during Phase 1 and Phase 2 operations are summarized in Table 4.8-6. Refer to Tables 4.8-7, 4.8-8, and 4.8-9 for a breakdown of GHG emissions by phase and source; refer to Appendix C for detailed operational CalEEMod assumptions and modeling results and detailed stationary source GHG emissions estimates.

**Table 4.8-6**
**Phase 1 and Phase 2 Operations Maximum GHG Emissions Summary (Unmitigated)**

| Scenario | Total Unmitigated Operational GHG Emissions ($MTCO_2e$ Per Year) | | |
|---|---|---|---|
| | Phase 1 | Phase 2 Without Thermal Recovery | Phase 2 With Thermal Recovery |
| Project Maximum Operational GHG Emissions (Unmitigated) | 37,289.2 | 51,366.4 | 48,593.6 |
| Existing Site Emissions | 7,467.5 | 7,467.5 | 7,467.5 |
| Total Net Change(A) | 29,821.6 | 43,898.9 | 41.126.0 |
| **SCAQMD Industrial GHG Threshold** | **10,000** | **10,000** | **10,000** |
| **SCAQMD Threshold Exceeded?** | **Yes** | **Yes** | **Yes** |

Source: MIG (see Appendix C1 and C2) Note: existing includes beverage plant operating when NOP was issued
(A) Totals may not equal due to rounding.

**Table 4.8-7**
**Phase 1 Maximum Operational GHG Emissions (Unmitigated)**

| Source | GHG Emissions ($MTCO_2e$ Per Year) | | |
|---|---|---|---|
| | Existing | Phase 1 | Net Change |
| Mobile | 5,787.6 | 22,269.7 | 16,482.1 |
| Area | 5.5 | 21.5 | 16.0 |
| Energy | 1,583.4 | 7,663.0 | 6,079.5 |
| Water | 11.5 | 610.0 | 598.4 |
| Waste | 79.2 | 243.7 | 164.5 |
| Refrigerants | -- | 15.2 | 15.2 |
| Off-Road(A) | -- | -- | -- |
| Stationary -Tray Shrink Packers | -- | 315.1 | 315.1 |
| Stationary – Boilers | -- | 5,751.4 | 5,751.4 |
| Stationary – Emergency Generator | 0.2 | 105.3 | 105.1 |
| Construction (30-Year Average)(B) | -- | 294.3 | 294.3 |
| **Total(C)** | **7,467.5** | **37,289.2** | **29,821.6** |
| ***SCAQMD Industrial GHG Threshold*** | | | ***10,000*** |
| ***SCAQMD Industrial Threshold Exceeded?*** | | | ***Yes*** |

Source: MIG (See Appendix C1 and C2, Table C2-06.4) Note: existing includes beverage plant operating when NOP was issued
(A) Electric off-road equipment emissions are included in CalEEMod "Energy" emissions estimates.
(B) See Table 4.8-5. Average construction emissions are for Phase 1 only.
(C) Totals may not equal due to rounding.

**Table 4.8-8**
**Phase 2 Maximum Operational GHG Emissions - Without Thermal Recovery (Unmitigated)**

| Source | GHG Emissions ($MTCO_2e$ Per Year) | | |
|---|---|---|---|
| | **Existing** | **Phase 2** | **Net Change** |
| Mobile | 5,787.6 | 21,809.0 | 16,021.4 |
| Area | 5.5 | 21.5 | 16.0 |
| Energy | 1,583.4 | 4,504.0 | 2,920.6 |
| Water | 11.5 | 680.8 | 669.2 |
| Waste | 79.2 | 243.7 | 164.5 |
| Refrigerants | -- | 15.2 | 15.2 |
| Off-Road(A) | | | |
| Stationary -Tray Shrink Packers | -- | 315.1 | 315.1 |
| Stationary – Boilers | -- | 11,502.7 | 11,502.7 |
| Stationary - Cogeneration | -- | 11,822.2 | 11,822.2 |
| Stationary – Emergency Generator | 0.2 | 105.3 | 105.1 |
| Construction (30-Year Average)(B) | -- | 346.9 | 346.9 |
| **Total(C)** | **7,467.5** | **51,366.4** | **43,898.9** |
| ***SCAQMD Industrial GHG Threshold*** | | | ***10,000*** |
| ***SCAQMD Industrial Threshold Exceeded?*** | | | ***Yes*** |

Source: MIG (See Appendix C1 and C2, Table C2-06.7) Note: existing includes beverage plant operating when NOP was issued
(A) Electric off-road equipment emissions are included in CalEEMod "Energy" emissions estimates.
(B) See Table 4.8-5. Average construction emissions are for Phase 1 and Phase 2 combined.
(C) Totals may not equal due to rounding.

**Table 4.8-9**
**Phase 2 Maximum Operational GHG Emissions - With Thermal Recovery (Unmitigated)**

| Source | GHG Emissions ($MTCO_2e$ Per Year) | | |
|---|---|---|---|
| | **Existing** | **Phase 2** | **Net Change** |
| Mobile | 5,787.6 | 21,809.0 | 16,021.4 |
| Area | 5.5 | 21.5 | 16.0 |
| Energy | 1,583.4 | 4,504.0 | 2,920.6 |
| Water | 11.5 | 680.8 | 669.2 |
| Waste | 79.2 | 243.7 | 164.5 |
| Refrigerants | -- | 15.2 | 15.2 |
| Off-Road(A) | | | |
| Stationary -Tray Shrink Packers | -- | 315.1 | 315.1 |
| Stationary – Boilers | -- | 8,729.9 | 8,729.9 |
| Stationary - Cogeneration | -- | 11,822.2 | 11,822.2 |
| Stationary – Emergency Generator | 0.2 | 105.3 | 105.1 |
| Construction (30-Year Average)(B) | -- | 346.9 | 346.9 |
| **Total(C)** | **7,467.5** | **48,593.6** | **41,126.0** |
| ***SCAQMD Industrial GHG Threshold*** | | | ***10,000*** |
| ***SCAQMD Industrial Threshold Exceeded?*** | | | ***Yes*** |

Source: MIG (See Appendix C1 and C2, Table C2-06.8) Note: existing includes beverage plant operating when NOP was issued
(A) Electric off-road equipment emissions are included in CalEEMod "Energy" emissions estimates.
(B) See Table 4.8-5. Average construction emissions are for Phase 1 and Phase 2 combined.
(C) Totals may not equal due to rounding.

As shown in Table 4.8-6, the proposed Project would result in a net increase in annual GHG emissions compared to existing conditions for all phases and operating scenarios that is above the SCAQMD's industrial threshold of 10,000 $MTCO_2e$ per year. During initial Phase 1 operations in 2026 (see Table 4.8-7), the Project would result in a net increase in GHG emissions equal to 29,822 $MTCO_2e$, with the largest net increases occurring from trucks and passenger vehicles (approximately 55% of the net increase)[xiv], building energy (approximately 20% of the net increase), and the primary boiler's natural gas consumption (approximately 19% of the net increase). The Project's GHG emissions would increase in Phase 2, beginning in 2027, due to the operation of more stationary source equipment in the PC, including a second primary boiler and the cogeneration system. The net increase in GHG emissions during Phase 2 would be contingent on the amount of net electricity and thermal recovery that occurs from the proposed cogeneration system but would be between approximately 43,899 MTCO2e per year (without thermal recovery – see Table 4.8-8) and approximately 41,126 MMBtu (with thermal recovery) – see Table 4.8-9).[xv] Similar to Phase 1, the largest net increases in GHG emissions during Phase 2 would be from truck and passenger vehicle trips (approximately 37% to 39% of the net increase) and boilers (between approximately 27% and 29% of the net increase); however, the cogeneration system would substantially reduce building energy GHG emissions (from approximately 7,663 MTCO2e per year in Phase 1 to 4,504 MTCO2e per year in Phase 2). Finally, it is noted that the Phase 2 GHG emissions estimates shown in Table 4.8-6, Table 4.8-8, and Table 4.8-9 do not take credit for the following Project characteristics that are likely to further reduce GHG emissions:

- Direct $CO_2$ Capture: As described in Section 4.3.4, the proposed Project includes a $CO_2$ recovery system that would capture and purify $CO_2$ generated by the combustion of natural gas in the cogeneration system, creating beverage-grade $CO_2$ for Project use. The total amount of $CO_2$ that could be recovered by this system is estimated to be between approximately 9,362 metric tons and 11,364 metric tons of $CO_2$ per year, depending on cogeneration system operating time and $CO_2$ recovery efficiency, which is estimated to be between 80% and 90%. This amount of $CO_2$ recovery would directly avoid between 79% and 96% of the cogeneration system's GHG emissions (11,822 $MTCO_2e$ per year – see Table 4.8-8 and Table 4.8-9); however, the $CO_2$ that would be recovered would subsequently be bottled, distributed for ultimate consumption and, potentially, released when the bottled beverage is opened.[xvi] In this regard, the Project's recovery system supports the temporary storage of $CO_2$ only. Therefore, this EIR conservatively does not apply any $CO_2$ emissions reduction credit to the Project from the operation of the $CO_2$ recovery system.

- Indirect $CO_2$ Capture Benefits: As described in Section 4.3.4, the Project's $CO_2$ recovery system would avoid the need to deliver liquified, beverage-grade $CO_2$ to the Project site. Based on the potential amount of $CO_2$ that could be recovered by the Project, between 702 and 852 annual heavy-heavy-duty truck trips; however, since the amount of $CO_2$ that would be captured by the recovery system is not known, this EIR conservatively

[xiv] In Phase 1, trucks would emit 19,571 $MTCO_2e$ per year (approximately 88% of gross mobile source emissions), while passenger vehicles emit 2,699 $MTCO_2e$ per year (12% of gross mobile source emissions). See Appendix C2.

[xv] The cogeneration GHG emissions in Table 4.8-9 are based on maximum cogeneration operating time (100%), whereas the net electricity (20.0 GWh) and thermal recovery (47,776 MMBtu) credits applied to building energy and boiler GHG emissions are based on the minimum cogeneration system operating time (91.3%). Thus, the net electricity and thermal recovery benefits applied to the building energy and boiler sources in Table 4.8-9 are underestimated, resulting in higher GHG emissions estimates for these sources. At 100% operating time, the cogeneration system would provide 21.9 GWh of net electricity 52,315 MMBtu of thermal recovery benefits. Refer to Appendix C2, Sheet 04, Table C2-04.2 for cogeneration net electricity and thermal recovery estimates.

[xvi] As discussed in Section 4.3.4, the cogeneration system exhaust stream would have the ability to bypass the $CO_2$ recovery system, avoiding capture.

does not apply any trip reduction credit to the Project from the operation of the $CO_2$ recovery system.

As summarized in Table 4.8-6, the proposed Project's net increase in GHG emissions, at worst-case, would be approximately 29,822 MTCO2e per year during Phase 1 and approximately 43,899 $MTCO_2e$ per year during Phase 2, which exceeds the SCAQMD's industrial 10,000 $MTCO_2e$ threshold. To reduce the proposed Project's operational GHG emissions levels, the City will require the implementation of Mitigation Measures GHG-1, Reduce Appliance Energy Consumption and GHG Emissions, and GHG-2, Reduce Building Energy Consumption and GHG Emissions. These mitigation measures will increase the Project's energy efficiency and reduce building energy consumption. Combined, these measures are estimated to lower GHG emissions between approximately 68 $MTCO_2e$ and 150 $MTCO_2e$ per year, or 1.5% to 2% of total building energy emissions.[xvii] In addition to these GHG-specific mitigation measures, the City shall also require the applicant to implement Mitigation Measures AIR-3, Reduce Light-Duty Vehicle Trip Emissions, AIR-4/TRA-1, Prepare VMT/TDM Reduction Plan, and AIR-5, Reduce Truck Trip Emissions, which would increase the amount of passenger vehicle and truck EV charging infrastructure installed at the Project site and reduce employee trips and associated VMT by approximately 5%. As described in Section 4.3.5, *Impacts and Mitigation Measures* (Air Quality, Impact AIR-2), these measures are estimated to reduce mobile source emissions by a minimum of 93 $MTCO_2e$ per year (0.4% of total mobile source emissions).[xviii] The Project's mitigated GHG emissions levels are shown in Table 4.8-10.

[xvii] Phase 2 would include the operation of the cogeneration system, which would provide a minimum of 20 GWh of electricity for Project use. This electricity was subtracted from the Phase 2 CalEEMod project file, resulting in less total energy use. As such, the CalEEMod-estimated emissions reduction estimate associated with Mitigation GHG-1 and GHG-2 is smaller for Phase 2 than Phase 1, even though the increase in electrical efficiency would be the same.

[xviii] As discussed under Impact AIR-2, the effectiveness of Mitigation Measures AIR-3, AIR-4, and AIR-5 may be higher than 0.4%; however, this EIR applies only the minimum quantified reduction in mobile source emissions provided by these mitigation measures.

**Table 4.8-10**
**Phase 1 and Phase 2 Operations - Maximum GHG Emissions Summary (Mitigated)**

| Scenario | Total Mitigated Operational GHG Emissions ($MTCO_2e$ Per Year) | | |
|---|---|---|---|
| | **Phase 1** | **Phase 2 Without Thermal Recovery** | **Phase 2 With Thermal Recovery** |
| Project Maximum Operational GHG Emissions (Unmitigated) | 37,289.2 | 51,366.4 | 48,593.6 |
| *Mitigation Measure GHG-1 and GHG-2 Emissions Reductions* | *-151.3* | *-67.5* | *-67.5* |
| *Mitigation Measure AIR-3, AIR-4, and AIR-5 Emissions Reductions* | *-95.0* | *-92.5* | *-92.5* |
| *Subtotal, Mitigation* | *246.2* | *160.4* | *160.4* |
| Project Maximum Operational GHG Emissions (Mitigated) | 37,042.9 | 51,206.0 | 48,433.2 |
| Existing Site Emissions | 7,467.5 | 7,467.5 | 7,467.5 |
| Total Net Change[(A)] | 29,575.4 | 43,738.5 | 40,965.7 |
| **SCAQMD Industrial GHG Threshold** | **10,000** | **10,000** | **10,000** |
| **SCAQMD Threshold Exceeded?** | **Yes** | **Yes** | **Yes** |

Source: MIG (see Appendix C1 and C2) Note: existing includes beverage plant operating when NOP was issued
(A) Totals may not equal due to rounding.

As shown in Table 4.8-10, the proposed Project's maximum operational GHG emissions would exceed the SCAQMD's industrial threshold of 10,000 $MTCO_2e$ per year even with the incorporation of mitigation measures. This impact would be less than significant.

*Level of Significance Before Mitigation*

Potentially Significant.

*Mitigation Measures*

**Mitigation Measure GHG-1: Reduce Appliance Energy Consumption and GHG Emissions.** To reduce GHG emissions from appliance-related energy consumption, the City shall require all applicant installed refrigerators, dishwashers, clothes washers and dryers, and room air conditioners intended for employee use to be Energy Star certified products.

**Mitigation Measure GHG-2: Reduce Building Energy Consumption and GHG Emissions.** To reduce GHG emissions associated with the performance of the building envelope and systems components covered by Title 24 of the California Code of Regulations, the City shall require all new construction and major renovations undertaken by the applicant associated with the Project to be designed to have a total energy design rating that is at least 5% less than the standard building design for Climate Zone 15. The energy budget for the standard design building and the energy budget for the proposed design building shall be determined in accordance with the definitions and approach set forth in the version of the Building Energy Efficiency Standards (Energy Code) that is in effect at the time of building permit approval (currently the 2022 Energy Code), unless the City has adopted local requirements that are more stringent than the Energy Code. The requirement to reduce a project's energy budget by 5% below the standard design building shall not apply if the Energy Code or the City has already established a zero net energy requirement for the standard design building.

**See also Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip Emissions), AIR-4/TRA-1 (Prepare VMT/TDM Reduction Plan) and AIR-5 (Reduce Truck Trip Emissions).**

*Level of Significance After Mitigation*

Significant and Unavoidable

**Applicable GHG Plans, Policies, and Regulations**

***Impact GHG-2 – Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?***

The proposed Project would not conflict with a plan, policy, or regulation adopted for the purposes of reducing GHG emissions:

- State GHG Reduction Plans, Policies, and Regulations. As described in Section 4.8.2, the State has numerous plans, policies, and regulations that are intended to directly or indirectly reduce GHG emissions and support attainment of the GHG emissions reduction targets established by AB 32, SB 32, and AB 1279;[xix] however, in general, most State programs and regulations intended to directly or indirectly reduce GHG emissions do not apply to the Project. For example, State regulations for reducing the carbon content of transportation fuels (Low Carbon Fuel Standard, or LCFS) apply to fuel manufacturers and distributors, State regulations for increasing sales and deployment of zero emission vehicles (Advanced Clean Trucks,[xx] Advanced Clean Cars II, and Advanced Clean Fleets) apply to vehicle manufacturer's and certain drayage and public fleets[xxi]) and State regulations for increasing the renewable energy content in retail electric sales (Renewables Portfolio Standard Program, or RPS) apply to retail sellers of electricity. [xxii] Although these regulations do not apply to the Project, the Project would nonetheless benefit from the state's implementation of these regulations. The plans, policies, and regulations that are most relevant to the Project include the Title 24 Building Energy Efficiency Standards (BEES) and CalGreen Code, the Sustainable Freight Action Plan, and the 2022 Climate Change Scoping Plan.
    - The Title 24 BEES and CalGreen Code both establish mandatory renewable energy and energy efficiency standards that apply to various building systems, components, and uses. The proposed Project includes an on-site solar PV system that based on maximizing solar access roof area and would comply with all other mandatory, applicable standards in the BEES and CalGreen Code requirements in effect at the time a building permit application is submitted. The CalGreen Code also includes voluntary standards; however, voluntary standards are not required for a project, nor enforceable. The Project, therefore, cannot conflict with voluntary provisions. Nonetheless, it is noted that Mitigation Measure GHG-1 (Reduce Appliance Energy and GHG Emissions) and Mitigation Measure GHG-2 (Reduce Building Energy Consumption and GHG Emissions) require the Project to exceed mandatory appliance and BEES energy efficiency requirements, while Mitigation Measure AIR-3 (Reduce Light-Duty Vehicle Trip

[xix] As described in Section 4.8.2, AB 32 established a state policy to reduce emissions of GHGs to 1990 levels by December 31, 2020, SB 32 established a state policy to reduce emissions of GHGs to 40% below 1990 levels by December 31, 2030, and AB 1279 established a state policy to reduce anthropogenic emissions of GHGs to 85% below 1990 levels by December 31, 2045, achieve net zero GHG emissions by 2045, and maintain a net negative GHG emissions thereafter.
[xx] Advanced Clean Trucks establishes a one-time reporting requirement for certain entities that expired on May 1, 2021.
[xxi] As described in Section 4.8.2, CARB withdrew its request for a waiver and authorization to implement the Advanced Clean Fleets regulation for high priority fleets. Therefore, this regulation does not apply to the Project's truck fleet.
[xxii] The electricity produced by the proposed Project's cogeneration system would be consumed on-site and would not be interconnected with the electric grid or otherwise made available for sale to other users.

Emissions) and Mitigation Measure AIR-5 (Reduce Truck Trip Emissions) require the Project to comply with the voluntary CalGreen Code Tier 1 Voluntary clean air parking and EV charging provisions and exceed the code's mandatory EV charging requirements for medium-duty and heavy-duty vehicles.[xxiii] Thus, the Project would not conflict with the Title 24 BEES and CalGreen code.

- CARB's Sustainable Freight Action Plan is a state-level plan for guiding California's transition to a more efficient, more economically competitive, and less polluting freight transport system. The plan identifies actions that State agencies can or should take to achieve this goal (e.g., seek legislative funding, develop pilot projects, etc.); however, the plan does not contain any applicable, mandatory policy or requirement that applies to specific, individual projects. Nonetheless, it is noted the Project would be consistent with the overarching intent and actions of the plan because, as noted above, Mitigation Measure AIR-5 (Reduce Truck Trip Emissions) requires the Project to exceed the mandatory EV charging requirements for medium-duty and heavy-duty vehicles contained in the CalGreen Code. Thus, the Project would not conflict with the Sustainable Freight Action Plan.
- CARB's 2022 Climate Change Scoping Plan is a state-level plan intended to integrate policies, programs, and investments to achieve the State's climate change goals. The major elements of the plan are generally geared toward actions that either CARB or other state entities will pursue, such as, but not limited to:
    - Creation and future implementation of a carbon capture, removal, utilization, and storage program.
    - Reducing imbedded GHG emissions in retail electricity by increasing the amount of electricity generated and supplied to the grid from renewable resources, consistent with the requirements identified in SB 100 and SB 1020 (i.e., 60% by 2030, 90% by 2035, 95% 2040, and 100% by 2045).
    - Expansion of non-petroleum fueling stations across the state to support the transition to electric, hydrogen, and other alternatively powered vehicles (e.g., through AB 2127) while also increasing the use of mass transit, carpooling, and other trip reduction measures (e.g., through the implementation of SB 375).
    - Leveraging the capacity of California's natural and working lands to function as a sink for carbon emissions.

  The plan does not contain any applicable, mandatory policy or requirement that applies to specific, individual projects. Rather, the plan primarily relies upon the ability of State agencies, primarily CARB and the CEC, to uphold and implement existing legislation and develop new plans and strategies to sequester, trap, and store emitted carbon emissions. Once developed, GHG reductions achieved by the State's plans, policies, and regulations would be realized at the local level. Although the plan's framework is statewide in nature, it does discuss potential voluntary actions that could be undertaken at a local level to support the State's climate goals.[xxiv] The discussion of potential local actions is geared towards the

[xxiii] The 2022 CalGreen Code does not include voluntary EV charging provisions for medium- and heavy-duty vehicles.
[xxiv] This discussion is located in Scoping Plan Appendix D.

preparation of climate action plans and residential and mixed-use land use plans and projects and is not intended to specifically address industrial development projects. In addition, as discussed above, the Project cannot conflict with voluntary, non-enforceable standards. Nonetheless, for information purposes only, the Scoping Plan identifies three specific strategies/areas to address key emissions sectors and align local actions with State climate goals: 1) transportation electrification, 2) VMT reduction, and 3) building decarbonization. As described below, the proposed Project would be consistent with these strategies and thus would not impede the implementation of the Scoping Plan.

- Transportation electrification strategies include converting local government fleets to zero emission vehicles and creating a jurisdiction-specific "ecosystem" to support the deployment of zero emissions vehicles statewide, such as permit streamlining, infrastructure siting, consumer education, and or preferential parking policies. The Project consists of a private development which, as described in Section 4.8.2 and discussed above, would be required to exceed the mandatary EV charging requirements stipulated in the City's Development Code and CalGreen Code. Furthermore, as described in Section 4.6.5, *Impacts and Mitigation Measures* (Energy, see the discussion under Impact ENG-2), the Project would not conflict with City's EV Readiness Plan, which identified streamlining and priority EV charging sites for development. The Project, therefore, would be consistent with the Scoping Plan's voluntary local transportation electrification actions.

- VMT reduction strategies include reducing or eliminating minimum parking standards in new developments, implementing complete streets policies, increasing public access to clean mobility options (e.g., electric shuttles, bikes, and transit), implementing parking pricing or transportation demand management pricing strategies, and amending zoning and development codes to enable mixed-use, walkable, and compact infill development. As described in Section 3.5, *Project Characteristics*, the Project proposes approximately 320 less vehicle parking spaces than the City's standard requirement, based on a site-specific parking demand analysis prepared for the project. In addition, the Project includes design features that enhance non-vehicular access and reduce petroleum fuel use, such as the addition of perimeter sidewalks on Haven Avenue, the reconstruction of a bus stop on Haven Avenue, and the new separation of travel and bicycle lanes on Haven Avenue. Finally, as described in Section 4.8.2 and in Section 4.3.5, *Impacts and Mitigation Measures* (Air Quality, Impacts AIR-1 and AIR-2), the Project would be subject to the employee commute reduction program requirements of SCAQMD Rule 2202 and City Development Code TDM requirements, and would be required to implement Mitigation Measure AIR-3/TRANS-1, Prepare VMT/TDM Reduction Plan, which establishes a minimum VMT reduction requirement of 4.9% for the Project. The Project, therefore, would be consistent with the Scoping Plan's voluntary local VMT reductions actions.

- Building decarbonization strategies include energy efficiency retrofits, electrification of appliances and equipment, policies and incentives to reduce electrical loads from equipment plugged into outlets (such as

Energy Start equipment, occupancy sensors, power strips, etc..), and facilitating deployment of renewable energy production and distribution and energy storage. As noted above, the Project would implement Mitigation Measure GHG-1, Reduce Appliance Energy and GHG Emissions, and Mitigation Measure GHG-2, Reduce Building Energy Consumption and GHG Emissions, which require the Project to exceed mandatory appliance and BEES energy efficiency requirements. Furthermore, as described in Section 4.8.4 and in Section 4.6.5, *Impacts and Mitigation Measures* (Energy, see the discussion under Impact ENG-1), the proposed Project maximizes its solar access roof area to support 1.7-iMW capacity rooftop solar PV system, couples the PV system with a 2-MW capacity BESS to store and provide power when the PV system is not generating electricity, and includes an energy-efficient on-site cogeneration system that would combust natural gas but also provide a minimum 20 GWh of net electricity for Project use. The cogeneration system's exhaust would be sent to $CO_2$ recovery system that would purify $CO_2$ for use in beverage making. As described above, this EIR does not take an emissions credit for the storage of $CO_2$ in beverages, although it is noted this Project feature generally aligns with carbon capture and removal goals in the Scoping Plan. Therefore, the proposed Project would not conflict with the Scoping Plan's voluntary local building decarbonization actions.

  - Connect SoCal 2024: As described in Section 4.8.2, Connect SoCal is a growth strategy and transportation plan that demonstrates how the SCAG region will meet its GHG reduction target through the year 2045. Many of the measures included in the RTP/SCS are focused on the expansion of, and access to, mass transit (e.g., light rail, commuter rail, bus rapid transit, etc.), planning growth around livable corridors, and locating new housing and job growth in high quality transit areas. Collectively, these land use plans, in conjunction with measures at the state-level to improve fuel efficiency standards, are designed to meet CARB's SB 375 goal for the SCAG region (reducing per capita GHG emissions in the region by 8% by 2020 and 19 percent by 2035, as compared to 2005 levels. The proposed Project involves replacement and expansion of an industrial property use that is not located in a transit priority area or a high-quality transit area and thus would not conflict with housing land use strategies in the RTP/SCS. In addition, as described above, the Project includes design features that enhance non-vehicular access and transit access to the site, would be subject to SCAQMD and City trip reduction requirements, and implement Mitigation Measure AIR-3/TRANS-1 (Prepare VMT/TDM Reduction Plan), which requires a minimum VMT reduction requirement of 4.9% for the Project. The Project, therefore, would not conflict with Connect SoCal 2024.

- Rancho Cucamonga Climate Action Plan (CAP): As described in Section 4.8.5, the City does not consider the proposed Project to be eligible for streamlining the analysis of GHG emissions pursuant to the City's CAP.[xxv] Nonetheless, the Project's consistency with the CAP's GHG reduction strategies is summarized in Table 4.8-11. Refer also to

[xxv] The City's CAP is a companion document to the General Plan, and builds upon the broad climate change policies set forth in the General Plan, channeling the General Plan's vision policies into a detailed plan of action. Accordingly, consistency with the City's CAP would be consistency with the City's General Plan and a separate analysis of the Project's consistency with the PlanRC is not provided in this EIR.

Appendix C4 for the Project's completed CAP checklist. As shown in Table 4.8-11, the proposed Project would not conflict with the City's CAP.

**Table 4.8-11**
**Summary of Project Consistency with CAP Strategies**

| CAP Emissions Reduction Category and Strategy | Consistency |
|---|---|
| **Category: Zero Emissions and Clean Fuels** | |
| Strategy 1.1: EV Charging at Existing Developments | Not applicable. The proposed Project involves new development and major renovations that are not subject to this CAP strategy; however, refer to Section 4.6.5, Impacts and Mitigation Measures (Energy, see the discussion under Impact ENG-2) for a discussion of the Project's consistency with the City's EV Readiness Plan. |
| Strategy 1.2: EV Charging at New Development | Consistent. This strategy requires the City to develop an ordinance or update to the development code that goes beyond the 2019 CalGreen Code requirements for EV Read and EV Installed parking spaces. As described in Section 4.8.2, the City's Development Code was updated in 2023 to include EV requirements that the Project would be subject to. In addition, the Project would implement Mitigation Measure AIR-3 (Reduce Light-duty Vehicle Trip Emissions) and Mitigation Measure AIR-4 (Reduce Truck Trip Emissions), which require the Project to exceed the minimum EV infrastructure standards established by the 2022 CalGreen Code. |
| Strategy 1.3: Zero Emission and Clean Equipment | Not applicable. This strategy requires the City to develop an incentive program to support the replacement of heavy duty equipment operating at existing industrial and commercial development with zero emissions technology. It is noted that although the City has not developed such an incentive program, the Project would include the use of all-electric, zero emissions forklifts, pallet jacks, yard truck, etc. |
| Strategy 1.4: New Off-Road Equipment | Not applicable. This strategy requires the City to develop an incentive program to support the replacement of heavy duty equipment operating at existing industrial and commercial development with zero emissions technology. It is noted that although the City has not developed such an incentive program, the Project would include the use of all-electric, zero emissions forklifts, pallet jacks, yard truck, etc. |
| Strategy 1.5: Municipal Vehicle Fleet | Not applicable. The Project is not a municipal facility and does not involve municipal fleets. |
| Strategy 1.6: Construction Vehicle Fleets | Not applicable. This strategy requires the City to adopt an ordinance or update to the development code that requires 50% of heavy duty construction equipment to be electric to use zero emissions technology or fuels by 2030. The City has not adopted such an ordinance or development code update. |
| **Category: Efficient and Carbon Free Buildings** | |
| Strategy 2.1: Energy Efficiency Retrofit Program | Not applicable. This strategy reduces energy use in existing buildings. The proposed Project involves new development and major renovations that are not subject to this CAP strategy. |
| Strategy 2.2: Solar at Existing Warehouses and Commercial Land Uses | Not applicable. This strategy incentivizes the installation of solar PV at existing warehouses and commercial land uses. The proposed Project involves new development and major renovations that are not subject to this CAP strategy. |

| | |
|---|---|
| Strategy 2.3: Renewable Energy Retrofits | Not applicable. This strategy incentivizes the installation of solar V at existing residential development. The proposed Project involves new industrial development and major industrial renovations that are not subject to this CAP strategy. |
| **Category: Green Building** | |
| Strategy 3.1: Zero Net Electricity for New Residential Buildings | Not applicable. This strategy requires the City to adopt an ordinance or update to the development code that requires new single- and multi-family residential development to meet a net zero energy standards. The proposed Project does not involve residential development and is not subject to this CAP strategy. |
| Strategy 3.2: Zero Net Energy for New Nonresidential Buildings | Not applicable. This strategy requires the City to adopt an ordinance or update to the development code requiring new non-residential development to meet a zero net energy standard. The City has not yet adopted such an ordinance or update to the development code that would apply to the proposed Project. |
| Strategy 3.3: On-Site Renewable Energy Systems for New Industrial Buildings | Not applicable. This strategy requires new development in the Neo-Industrial and Industrial Employment (IE) Zoning Districts to provide on-site renewable energy systems. The proposed Project is located on land designated as 21st Century Employment District and, therefore, is not subject to this CAP strategy. Nonetheless, it is noted the Project does include an on-site solar PV system coupled with a BESS that would provide approximately 2.8 GWh of power to the Project per year. |
| Strategy 4.1: Municipal Energy Conservation | Not applicable. The Project is not a Municipal facility. |
| Strategy 4.2: Renewable Energy at Municipal Facilities | Not applicable. The Project is not a Municipal facility. |
| **Category: Renewable and Zero Carbon Electricity** | |
| Strategy 5.1: RCMU Renewable Electricity Supply | Not applicable. This strategy establishes carbon-free electricity supply requirements for RCMU for 2025 (51 percent) and 2030 (75 percent). |
| Strategy 5.2 Electricity Supply Choice | Not applicable. This strategy requires the City to join or establish a Community Choice Aggregate program to provide electricity purchasing options to City residents and businesses. |
| **Category: Carbon Sequestration** | |
| Strategy 6.1: Tree Planting at Existing Development and Municipal Facilities | Not applicable. This strategy incentives the planting of new trees within the public right-of-way and on residential properties. The proposed Project does not involve residential development and is not subject to this CAP strategy. |
| **Category: Local Food Supply** | |
| Supporting Strategies and Measures: Develop Local Food Strategy | Not applicable. The proposed Project is an industrial development and would not involve local food supply strategy. |
| **Water Efficiency and Management** | |
| Strategy 8.1: Water Efficient Landscaping Retrofits | Consistent. This measure supports efforts to increase participation in water efficient landscapes to reduce outdoor water use by 20%. As described in Section 4.10, *Hydrology and* |

| | |
|---|---|
| | *Water Quality* (see the discussion under Impact HYD-2), the WSA prepared for the Project includes landscaping water use calculations based on the California Department of Water Resources model Water Efficient Landscape Ordinance efficiency requirements, which the City's Development Code incorporates. |
| **Efficient Wastewater Management** | |
| Supporting Strategies and Measures: Incentivize Waste Reduction and Sustainable Treatment Practices | Consistent. As described in Section 4.19, *Utilities and Service Systems* (see the discussion under Impact UTS-2) the proposed Project would not affect wastewater treatment practices or facilities that serve the Project site. |
| **Waste Reduction** | |
| Strategy 10.1: Organics Recycling | Consistent. This strategy requires the City to develop a Waste Reduction Plan that diverts organics and food waste. As described in Section 4.19, *Utilities and Service Systems* (see the discussion under Impact UTS-4), the Project would be subject to City Development Code requirements for organics recycling and would not affect solid waste facilities that serve the Project site. |
| **Sustainable Transportation** | |
| Strategy 11.1: Local Mobility Hubs | Consistent. This strategy requires the City to develop a mobility hub plan that increases transit mode share by 3%. As described above, the project includes design features that enhance non-vehicular access, including the reconstruction of a bus stop on Haven Avenue, and would be subject to the employee commute reduction program requirements of SCAQMD Rule 2202 and City Development Code TDM requirements |
| Strategy 11.2: Pedestrian and Bicycle Network | Consistent. This strategy increases the proportion of City streets with bike lanes and develops a bicycle network that provides continuous bicycle infrastructure. As described above, the Project includes design features that enhance non-vehicular access, including the addition of perimeter sidewalks on Haven Avenue and the new separation of travel and bicycle lanes on Haven Avenue. The Project would also be subject to the employee commute reduction program requirements of SCAQMD Rule 2202 and City Development Code TDM requirements. |
| Strategy 12.1: Transportation Demand Management | Consistent. This measure requires the City to adopt an ordinance or update to the development code that requires new development to implement TDM strategies that reduce VMT by 5 percent in new development by 2030 and 10 percent by 2030 or later. As described in Section 4.8.2, the Project would be subject to the employee commute reduction program requirements of SCAQMD Rule 2202 and City Development Code TDM requirements and would be required to implement Mitigation Measure AIR-3/TRANS-1 (Prepare VMT/TDM Reduction Plan), which establishes a minimum VMT reduction requirement of 4.9% for the Project. |
| Strategy 13.1: Emerging Technologies | Not applicable. This strategy requires signal timing improvements along 50% of key commute corridors by 2030 and 100% of key commute corridors by 2040. This strategy does not apply to private industrial development projects. |

As discussed above, the proposed Project would not conflict with or impede the implementation of any currently applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions. This impact would be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

Not Applicable

*Level of Significance After Mitigation*

Not Applicable

**Cumulative Impacts**

***Impact GHG-3 – Would the project cause substantial adverse cumulative impacts with respect to greenhouse gases?***

*Analysis of Impacts*

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature, an inherently cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impacts GHG-1 and GHG-2, the proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing GHG emissions but would generate GHG emissions that exceed the SCAQMD's 10,000 $MTCO_2e$ per year industrial significance threshold applied in this EIR. Accordingly, the proposed Project would result in a cumulatively considerable and significant GHG emissions contribution even after the incorporation of mitigation measures.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

See Mitigation Measures GHG-1 and GHG-2, and Mitigation Measures AIR-3 to AIR-5

*Level of Significance After Mitigation*

Significant and Unavoidable

## 4.3.6 REFERENCES

1 MIG, Inc. 2025. El Camino Project Draft Environmental Impact Report Appendix C. 2025.

2 California Air Resources Board. 2022 Scoping Plan. (CARB 2022). https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf [Accessed January 2024].

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## 4.9 – Hazards and Hazardous Materials

This EIR section addresses hazards and hazardous materials impacts associated with the proposed Project, including impacts for transport, use, or disposal of hazardous material, upset and accident conditions, hazardous emissions or materials near schools, hazardous materials sites within the planning area exposure to excessive airport noise, interference with an adopted emergency response plan or evacuation plan, and risk from wildfire.

Three Phase I and one Phase II Environmental Site Assessments (ESAs) for possible contamination by hazardous materials have been prepared for portions of the Project site as outlined below:

- Phase I Environmental Site Assessment[16], 9227 and 9267 Haven Avenue
  (APN 209-411-23 and -24 with two office buildings and parking lot on 2.4 acres at SW corner of Project site)
- Phase I Environmental Site Assessment[17], SE of Haven Ave. and 7th Street
  (APN 209-411-32 with 4.4 acres of vacant land in center of Project site)
- Phase I Environmental Site Assessment[18], 10670 Sixth Street
  (APN 209-411-34 with beverage bottling company on 9.1 acres along Sixth Street)
- Limited Phase II Environmental Site Assessment[19], 10670 Sixth Street
  (APN 209-411-34 with beverage bottling company on 9.1 acres along Sixth Street

The first two assessments were prepared in 2022 for the two office buildings and vacant land northeast of Haven Avenue and 6th Street. The second two assessments were prepared in 2017-18 for the existing beverage distribution facility in the southern portion of the site. In addition, the site has been subject to walkover surveys as part of various technical studies for the Project (i.e., biology, cultural resources, arborist report, general site conditions and photographs, etc.). These various surveys confirm the site conditions described in the hazardous material reports outlined above. All of these reports are included in Appendix G. It should be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

### 4.9.1 – ENVIRONMENTAL SETTING

The Project site is partially developed with warehouse and office buildings and is surrounded by other commercial land uses in all directions. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone.

Several Phase I/II Environmental Site Assessments were prepared for portions of the Project site in 2017-18 and 2022 (Appendix G). The two Phase I ESAs prepared in 2022 found no evidence of recognized environmental conditions (RECs) on the site but were conducted in areas that did not include industrial processing and vehicle maintenance in the past. The Phase I ESA from 2017 found that past industrial (oil water separator) and vehicle maintenance activities associated with the beverage distribution facility contributed to an historical REC for "long-time industrial activities" in the southeastern portion of the Phase 1 site. In addition, the 2017 ESA documented that five underground storage tanks for vehicular fuels were remediated from the site in 1993 and their cases closed. A subsequent Phase II ESA in 2018 was

conducted in area of the beverage facility which included soil sampling and laboratory testing to determine if onsite soils were actually contaminated. The 2018 Phase II ESA found no evidence of actual soil contamination from past activities. The four Phase I/II ESA documents therefore concluded there are no indications from available sources that there are any significant environmental issues related to hazardous materials relative to the Project site. The Project site is also not included on the State *Cortese List* or other compilations of various governmental databases for sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.

The nearest educational facility to the Project site is the Good Steward Day Care and Preschool – it is adjacent to the southeast corner of the site just east across Utica Avenue and just north of 4th Street (less than 200 feet from the site). The nearest public K-12 schools to the Project site are the Rancho Cucamonga Middle School (0.7-mile to the northwest) and the Cucamonga Elementary School (1.2 miles to the northwest). There is also a private school, the American Christian Military Academy of Excellence (grades 7-12) at 9269 Utica Avenue, just east of the southeast corner of the Project site (300 feet). Other potentially sensitive uses include multi-family residential uses to the east (over a half mile) and a hotel 500 feet south of the site. The Project is located approximately 2 miles north of the Ontario international Airport and is located in its Airport Influence Area (AIA). The northern portion of the City of Rancho Cucamonga borders the Angeles National Forest and the San Gabriel Mountains, and as such is at risk of wildland fires. The Project site however is located at the southern edge of the City and is not located in a Fire Severity Zone.

## 4.9.2 – REGULATORY FRAMEWORK

### Federal

U.S. Environmental Protection Agency (EPA)

The EPA regulates chemical and hazardous materials use, storage, treatment, handling, transport, and disposal practices. The agency, along with CalOSHA as described below, protects workers and the community, as well as integrates the Federal Clean Water Act and Clean Air Act into California Legislation.

Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

Adopted in 1980, CERCLA[21] works to remove the contamination of water, air, and land resources from past chemical disposal practices. Also known as the “Superfund Act,” CERCLA lists sites referred to as Superfund sites; areas where there is an imminent threat to human health. CERCLA operates by collecting taxes from chemical and petroleum industries to fund the cleanup of abandoned or uncontrolled hazardous sites through a variety of short- and long-term response techniques.

The Resources Conservation and Recovery Act (RCRA)

RCRA[22] is a federal law that tracks and strictly regulates hazardous wastes from their generation to disposal, a methodology referred to as ‘cradle-to-grave’. Under the act, waste generators are required to report their use and transport of hazardous wastes to the EPA. Hazardous waste generators are categorized as either Small Quantity Generators (SQG) or Large Quantity Generators (LQG). SQG’s include small producers like dry cleaners and automotive repair facilities, as such facilities produce between 220.5 and 2,205 pounds (i.e., 100 and 1,000 kilograms) of hazardous waste per month. LQG’s include larger producers such as hospitals and manufacturing factories, or such facilities that produce 2,205 pounds or more

hazardous waste per month. Facilities that produce less than 220.5 pounds of hazardous waste per month are not subject to the RCRA. LQG and SQG facilities are subject to the storage and transportation requirements of RCRA.

The Federal Emergency Planning and Community Right-To-Know Act (EPCRA)

The EPCRA[23] was enacted to keep communities informed of chemical hazards in the area. The act requires the EPA to maintain and publish a list of toxic chemical releases, known as the Toxic Release Inventory (TRI). Facilities that manufacture, process, or use significant amounts of chemicals are required to report types and amounts of chemicals released each year into the air, water, land, or transferred off-site to the TRI. TRI listing doesn't necessitate releases are harmful to humans or the environment.

Federal Occupational Safety and Health Administration (OSHA)

OSHA[24] establishes and enforces Federal regulations related to the health and safety of workers exposed to toxic and hazardous materials. OSHA also sets health and safety guidelines for construction activities and manufacturing facility operations.

U.S. Department of Transportation (DOT)

The US DOT regulates the shipment of hazardous materials and administers the Hazardous Materials Transportation Uniform Safety Act (HMTUSA)[25] which clarifies any conflicting state, local, and federal regulations. The HMTUSA requires the Secretary of Transportation to publicize regulations for the safe transport of hazardous materials in domestic and foreign commerce. The Secretary also retains authority to designate materials as hazardous (along with EPA) when they pose unreasonable risks to health, safety, or property.

Toxic Substances Control Act

The Toxic Substance Control Act of 1976 (TSCA) (15 United States Code section 2601) enables the EPA to track the 75,000 industrial chemicals currently produced or imported into the United States. The EPA repeatedly screens these chemicals and requires reporting or testing of those that may pose an environmental or human health hazard. Additionally, the EPA can ban the manufacture and import of chemicals that pose an unreasonable risk and track new chemicals that are developed each year that have unknown or dangerous characteristics. Such chemicals are then regulated under the EPA as necessary in the interest of protecting human health and the environment.

Federal Aviation Regulation Part 77

Part 77 of the Federal Aviation Regulations (FAR, Title 14 of the Code of Federal Regulations) addresses objects affecting navigable airspace. It requires the Federal Aviation Administration (FAA) be notified of any project that may encroach upon established navigable airspace. The FAA is then responsible for reviewing project plans to determine the potential effects of the proposed Project on air navigation. The FAA then establishes measures to ensure the continued safety of air navigation.

**State**

California Occupational Safety and Health Administration (CalOSHA)

CalOSHA is responsible for publicizing and enforcing State health and safety standards and implementing Federal OSHA Laws. CalOSHA's regulatory scope includes but is not limited to provisions minimizing the potential for release of asbestos and lead during construction and demolition activities.

California Environmental Protection Agency (Cal EPA)

The Cal EPA implements and enforces a statewide hazardous materials program known as the Certified Unified Program Agency (CUPA). CUPA enables counties and local governments to enforce the administrative requirements, permits, inspections, and enforcement activities for the following environmental and emergency management programs for hazardous materials:

- Hazardous Materials Release Response Plans and Inventories (Business Plans)
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control, and Countermeasure Plans
- Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs
- California Uniform Fire Code, Hazardous Materials Management Plans, and Hazardous Material Inventory Statements

CUPA is accountable for carrying out responsibilities previously handled by approximately 1,300 different state and local agencies.

CalEPA Office of Emergency Services (CalEPA/OES)

CalEPA's OES establishes regulations governing the use of hazardous materials in the State to protect air, water, and soil. The OES coordinates State and local agencies and resources for educating, planning, and warning citizens of hazardous materials and related emergencies, including organized response efforts in case of emergencies.

CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM)

The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs. The HMMP and HMIS Program are closely tied to the Business Plan Program.

California Fire Code

The City of Rancho Cucamonga has adopted the 2022 California Fire Code, with amendments to address specific local conditions and needs.

California Hazardous Waste Control Law

The California Hazardous Waste Control Law is administered by the California EPA to regulate hazardous waste. The Law lists 791 chemicals and approximately 300 common materials that may be hazardous and identifies those wastes that cannot be disposed of in landfills, as well as establishes criteria for identifying, packaging, and labeling such hazardous wastes. Furthermore, it prescribes management controls and establishes permit requirements for their treatment, storage, disposal, and transportation. The California Code of Regulations (CCR) Section 66261.10 provides that waste has "hazardous" characteristics if it exhibits the following effects:

(A) May cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness.

(B) May pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed or otherwise managed.

Additionally, according to the CCR (Article 11, Chapter 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous waste. Hazardous wastes are such hazardous substances that no longer have a practical use, materials that have been abandoned, discarded, spilled, contaminated, or are being stored prior to proper disposal. Toxic substances may cause short-term or long-lasting health effects, ranging from temporary effects to permanent disability or death. Such effects include: eye or skin irritation, disorientation, headache, nausea, allergic reactions, acute poisoning, chronic illness, or other adverse health effects if human exposure exceeds certain levels established for each substance.

Other types of hazardous materials include radioactive and biohazardous materials. Radioactive materials contain radioisotopes which are atoms with unstable nuclei that emit ionizing radiation to increase their stability. Radioactive waste mixed with chemical hazardous waste is referred to as “mixed wastes.” Biohazardous materials and wastes include anything derived from living organisms. They may be contaminated with disease-causing agents, such as bacteria or viruses (22 CCR 66251.1 et seq.).

California Department of Toxic Substances Control (DTSC)

The DTSC regulates hazardous substances and wastes, oversees remedial investigations, protects drinking water from toxic contamination, and warns the public that could potentially be exposed to listed carcinogens. Additionally, the DTSC evaluates and provides technical assistance for the Hazardous Waste Generator Program, including Onsite Treatment (Tiered Permitting) and the Resource Conservation Recovery Act (RCRA). The DTSC operates EnvirStor, a data management system that tracks the cleanup, permitting, enforcement and investigation of hazardous waste sites and facilities known for contamination.

Underground Tank Regulations

Title 23, Division 3, Chapter 16 (Underground Tank Regulations) of the California Code of Regulations regulates new and existing underground storage tanks. Regulations include the monitoring, maintenance, reporting, abatement, and closure procedures for all underground storage tanks in the state. These regulations are administered locally by the Los Angeles Regional Water Quality Control Board.

Cortese List

California Government Code Section 65962.5 established the "Cortese List", a list compiled by various state agencies of all properties affected by hazardous waste and requires the development of a framework for how they will continue to be monitored and addressed by the State. A site's presence on the list has bearing on the local permitting process as well as on compliance with the California Environmental Quality Act (CEQA).

California Porter Cologne Water Quality Control Act

Division 7 of the California Water Code (Water Code) identifies the enforcement and implementation rights of the Regional Water Quality Control Board (RWQCB) to remedy discharges to surface waters or groundwater that would or could violate water quality standards. Standard remedies include issuance of Cease-and-Desist Orders and cleanup and abatement procedures.

Code of Regulations Title 22

Title 22 of the California Code of Regulations contains all applicable State and Federal laws governing hazardous wastes in the State. Chapter 51 of the title (Site Remediation) identifies the minimum standards of performance for site investigations and response actions performed by the private sector in site cleanup efforts. Waste is considered hazardous if it appears on one of the five lists created pursuant to the Federal Resource Conservation Recovery Act (RCRA). The lists are known as the F-, K-, P-,U-, and M- lists and reflect non-specific source waste, source-specific waste, discarded commercial chemical products, discarded mercury-containing products, respectively. A waste may be categorized as hazardous if it exhibits one of the four characteristics of hazardous materials: ignitibility, corrosivity, reactivity, and toxicity.

Additionally, solid wastes containing certain levels of lead are considered hazardous and must be dealt with in accordance with Federal and State law. In California, two thresholds have been established by State regulations to determine if a waste is hazardous due to its lead content. The Total Threshold Limit Concentration (TTLC) establishes a threshold of 1,000 milligrams (mg) of lead per one kilogram (kG) of waste. The Soluble Threshold Limit Concentration (STLC) establishes a threshold of 5 mg of lead per liter (L) of waste extract solution. Hazardous waste must be disposed of at Class I landfills that are specifically designed to accept hazardous waste, such as the Kettleman Hills Landfill in Kettleman City in Kings County.

California Construction Safety Orders for Lead

Title 8, Section 1532.2 (Lead) of the California Code of Regulations establishes the requirements for any construction worker who may be exposed to lead during demolition, salvage, removal, construction, and/or cleanup activities. The construction safety orders establish an action level of 30 micrograms of lead per cubic meter ($\mu g/cm^3$) of air calculated over an 8-hour time-weighted average without regard for the use of a respirator, meaning this is the limit where safety protocols must be initiated, such as use of a respirator. Under no circumstance may a worker be exposed to 50 $\mu g/cm^3$ over an 8-hour weighted period. These regulations require implementation of engineering and work practice controls such as respiratory protection, protective clothing, housekeeping, hygiene practices, and signage requirements to meet worker exposure limits, as well as define medical monitoring and training requirements.

Hazardous Materials Business Plan (CERS Annual Submittal)

The Hazardous Materials Business Plan (HMBP) Program[26] prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses handling hazardous materials are required to submit an HMBP each year. State law requires a business with a facility that is not required to submit Tier II information pursuant to the above-mentioned federal provision, and that is not subject to the provisions governing those aboveground storage tanks, to submit its business plan once every three years, instead of annually. This includes the hazardous materials inventory, site map, contingency plan, and the employee training plan via the Statewide information management system; also known as the California Environmental Reporting System (CERS).

The Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act[23] requires facilities handling toxic or hazardous substances to disclose to the State and Local Emergency Planning Committee the quantities and type of toxic chemicals stored. The California Health and Safety Code requires notification of chemical inventories to the DTSC. Notification of chemical inventory is accomplished through completion of a HMBP and inventory.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The California Health and Safety Code, Division 20, Chapter 6.95, known as the Hazardous Materials Release Response Plans and Inventory Act, or the Business Plan Act, requires businesses using hazardous materials to prepare and submit a plan to the County DEH that describes their facilities, inventories, emergency response plans, and training programs. The Environmental Health Division verifies the information and provides it to agencies responsible for protection of public health and safety and the environment. Business Plans are required to include emergency response plans and procedures in the event of a reportable release or threatened release of hazardous materials, including, but not limited to, all of the following:

- Immediate notification to the administering agency and to the appropriate local emergency rescue personnel.
- Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
- Evacuation plans and procedures, including immediate notice, for the business site.

Business Plans are also required to include annual training for all new employees, including refresher courses, for all employees in safety procedures in the event of a release or threatened release of hazardous material.

**Regional**

LA/Ontario International Airport Land Use Compatibility Plan

The basic function of the Ontario International Airport Land Use Compatibility Plan (ALUCP)[27] is to promote compatibility between Ontario International Airport and the land uses that surround it. The ALUCP provides guidance to affected local jurisdictions with regard to land use compatibility matters involving the airport. The scope of the ALUCP includes the Airport Influence Area (AIA), the area in which current or future airport-related noise, safety, airspace protection, and/or overflight factors may affect land uses or impose restrictions on those uses. The AIA includes portions of the counties of Los Angeles, Riverside, and San Bernardino, and various cities, including Rancho Cucamonga. The Project site, in its entirety, is within the AIA established by the ALUCP[27]. The ALUCP includes compatibility criteria and policies, which affected agencies use to evaluate future airport and land use plans, as well as individual development proposals, for consistency with the ALUCP.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) regulates potential airborne hazardous materials including asbestos-containing materials (ACMs) and lead-based paint (LBP) through its Rule 1403. Due to their age and former uses, it is possible the existing buildings on the Project site contain one or both of these hazardous materials. Any remediation required before demolition of the onsite buildings may include characterization and remediation of such materials if they are present.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Project-relevant General Plan policies for hazards and hazardous materials are addressed below. Where inconsistencies exist, if any, they are addressed in the respective impact analysis below.

**Goal S-6** Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

**Policy S-6.2** Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.

**Policy S-6.5** Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.

**Policy S-6.6** Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.

**Policy S-6.7** Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

Rancho Cucamonga Fire Prevention District Ready RC Disaster Preparedness Manual

The Rancho Cucamonga Fire Prevention District provides fire and emergency response services to the City. The District adopted “ReadyRC” as a disaster preparedness manual to provide a process for emergency management and response within the City in order to effectively protect lives, property and the environment during disasters. ReadyRC includes several preparedness and training programs designed to help residents and businesses prepare, respond and recover from a disaster. The ReadyRC manual also includes evacuation route maps and shelter information.

Rancho Cucamonga Fire Protection District Strategic Plan

The 2005 Rancho Cucamonga Fire Protection District Strategic Plan (Fire Protection Strategic Plan) provides recommendations for fire protection and emergency services in the City. As determined in the Plan, the most significant fire threat to Rancho Cucamonga continues to be the many miles of Wildland Urban Interface 1 in the northern end of the City. The Plan proposes the threat from these areas be addressed through a combination of prevention and suppression strategies, including the development of specialized training and equipment to prepare for and mitigate fires in the wildland urban interface. Other key recommendations include: the development of a Wildfire Community Protection Plan; a definition of the Very High Fire Hazard Severity Zone; the assessment and identification of high-risk areas in the community; development of seasonal programs to communicate the mitigation program goals and objectives to the public; development of fuel modification/brush abatement programs, and a gates and lock access program.

Rancho Cucamonga Fire Code and Fire Protection Plan Requirements

To be compliant, plans must include fire protection measures consistent with the local topography, location, flammable vegetation, geology, and climate of the proposed development site. Plans must address fire protection systems and equipment, water supply, access, defensible space, ignition fire resistance, and vegetation management. Additionally, maintenance requirements for outdoor fireplaces, permanent barbeques and grills, incinerators, and defensible space fuel modification areas are required for new developments.

Rancho Cucamonga Local Hazard Mitigation Plan

The Rancho Cucamonga Local Hazard Mitigation Plan (LHMP) evaluates natural and manmade hazards with the potential to affect residents and the environment. The LHMP includes strategies and actions to minimize potential hazards that could result from a project. The LHMP was created in conjunction with City's General Plan (PlanRC). Potential hazards evaluated by the LHMP include hazards resulting from earthquake, flooding, wildfires, high/straight-line winds, and terrorism.

City of Rancho Cucamonga Fire Code

The 2022 California Fire Code establishes requirements for building materials and methods pertaining to fire safety, fire protection systems in buildings, emergency access to buildings, and handling and storage of hazardous materials. The City adopted the 2022 California Fire Code with certain amendments, additions, and deletions.

City of Rancho Cucamonga Development Code

Section 17.66.040, Hazardous Materials, of the City's Development Code, provides standards to ensure that the use, handling, storage, and transportation of hazardous materials comply with all applicable State laws (including but not limited to, §65850.2 of the California Government Code and §25505 et seq. of the California Health and Safety Code) and that appropriate information is reported to the Rancho Cucamonga Fire District, as the regulatory authority. This section of the Development Code includes reporting requirements; standards regarding underground and aboveground storage of hazardous materials; and standards for new development. Most relevant to the Project, businesses required by State law to prepare Hazardous Materials Release Response Plans and Hazardous Materials Inventory Statements shall, upon request, submit copies of these plans, including any revisions, to the Fire District.

## 4.9.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to hazards and hazardous materials if it would:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;

e) For projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

## 4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

### Transport, Use, and Disposal Hazards

***Impact HAZMAT-1 – Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

*Analysis of Impacts*

### Construction Impacts

The four Phase I/II ESA documents concluded there are no indications from available sources that there are any remaining RECs or significant environmental issues related to contamination by hazardous materials relative to the Project site as outlined in Section 4.9.1 above.

Development of the site will require demolition, grading and construction to implement the planned improvements, which will require the transportation, use, and disposal of some hazardous materials and wastes during grading and construction activities. Such materials will consist of fuels and lubricants for construction machinery, coating materials, etc. Project construction activities would involve the temporary use and transport of fuels, equipment, earth and building materials, among other potentially hazardous materials. The contractor would be required to develop and adhere to a Health and Safety Plan, which pursuant to California state Health and Safety Code Chapter 6.95, Division 20 (§§ 25500-25532), would minimize potentially hazardous effects of handling potentially hazardous materials during construction.[1] The Project will be in the jurisdiction of, and in compliance with, the Environmental Protection Agency (EPA) and County of San Bernardino, which manage the inspection, regulation, transportation, use, and disposal of hazardous materials in Rancho Cucamonga. Construction of the proposed Project will be required to comply with regulations established in Chapter 8.19 (Construction and Demolition Waste Collection) of the Rancho Cucamonga Municipal Code.[2] Additionally, construction and operation of the Project must be in compliance with Section 17.66.040 (Hazardous Materials) of the City Municipal Code, for standards related to the storage and transport of hazardous materials.[3] With regulatory compliance, construction-related impacts will be less than significant for either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

### Operation Impacts

With regard to Project operation, the site is zoned as Mixed Employment 2 (ME2), which allows for medium to high intensity professional office or industrial/manufacturing spaces. The Project

involves the expansion of the onsite beverage facility that was in operation when the NOP was issued to allow for the new production, bottling, and expanded distribution of beverage products.

Although "soft drinks" have been manufactured since the 17th century in Europe, modern soft drink manufacturing is a highly automated manufacturing process under strict quality control procedures[20]. The process starts with water which is treated and cleansed to meet quality-control standards which typically exceed those of the local water supply. The treated water is piped into large, stainless-steel tanks where various ingredients are added and mixed. Diet beverages are mixed with artificial, non-nutritive sweeteners whereas non-diet drinks typically use liquid sugars like fructose or sucrose. It is during this stage of the production process that food coloring may be added. Flavored sparkling waters receive the desired flavoring at this stage.

In order for carbonation, which is the absorption of carbon dioxide ($CO_2$), to occur, soft drinks are cooled using large, ammonia-based refrigeration systems. This is what gives carbonated products their effervescence and texture. $CO_2$ is stored in a liquid state and piped into carbonation units as needed. This process can be manipulated to control the required rate of beverage absorption. Depending upon the product, soft drinks may contain from 15 to 75 psi of $CO_2$. Once carbonated, the product is ready to be dispensed into bottles and cans. It should be noted in this case, the proposed co-generation unit will generate the $CO_2$ needed for beverage carbonation rather than transporting tanks or other materials onsite.

The filling room is separated from the rest of the facility to protect open product from possible contaminants. Filling room operators monitor the equipment for efficiency, adding bulk lids or caps to the capping operation as necessary. Empty bottles and cans are transported automatically to the filling machine via bulk material-handling equipment.

Packaging is the last stage prior to warehousing and delivery. This process also has become highly automated. Meeting various marketplace requirements, bottles or cans enter the packaging machinery and may be wrapped with cardboard to form cases or placed into reusable plastic trays or shells. The packaged products then enter a palletizing machine, which automatically stacks them onto pallets. Finally, the loaded pallets are moved—typically via fork-lift—to a warehouse, where they are stored.

Although most of the chemicals present in bottling plants are not extremely hazardous, every operation uses flammable substances, acids, caustics, corrosives and oxidants which are considered hazardous. Applicable OSHA industrial work standards will be in place so employees know how to work safely with these chemicals. They are trained on how properly to store, handle and dispose of the chemicals and how to wear and use protective gear. Training includes the location and operation of emergency response equipment. Eyewash stations and showers are in place to minimize injury to anyone who is accidentally exposed to a hazardous chemical. Normal operation of an industrial/manufacturing facility also uses commercial-style cleaners and office products.

The Phase I ESA prepared for the existing beverage distribution facility states…"Chemical use at the site is limited to motor oil, hydraulic oil and other lubricants, greases, antifreeze, windshield washer fluid, DEF, non-chlorinated degreasers and detergents, refrigerants, and sanitizers. The Company's beverage products are also stored on site" (p. 20, Ramboll 2017). However, the proposed new beverage bottling activities will involve hazardous materials and the operator will need to comply with a variety of federal, state, and local regulations for hazardous materials.

It is necessary to keep certain kinds of safety equipment and supplies on hand such as chemical booms and dykes, as well as absorbent material, in the event of an onsite spill. Properly designed hazardous chemical storage facilities minimize the risk of employee injury and help protect public safety. Flammables are separated from corrosives and oxidants. The large tanks used for mixing ingredients need to be entered and cleaned routinely and are considered confined spaces. Safety training and written instruction and signage are critical for each piece of equipment.

Chlorine, which is used in the water treatment area, could be hazardous in the event of an accidental release. Chlorine typically comes in steel cylinders which are stored in an isolated, well-ventilated area and secured from tipping.

Ammonia is typically used as a refrigerant in bottling operations. Large ammonia systems can create a health hazard in the event of a leak or a spill. Bottling facilities have emergency response procedures to identify the responsibilities of involved employees regarding chemical safety.

$CO_2$, which is used in the filling operation, also can create health concerns. Filling rooms and adjacent work areas must be adequately ventilated as $CO_2$ can displace oxygen. Facilities are monitored regularly for elevated $CO_2$ levels and additional ventilation can be provided to correct the situation.

There are many federal, state, county, and local regulations in place to safely manage the transport, storage, use, and disposal of hazardous materials in industrial processes such as those proposed by the Project. For example, the state Hazardous Materials Business Plan (HMBP) Program prevents or minimizes damage to the public and the environment from a release of hazardous materials. Under the Program, California businesses handling hazardous materials are required to submit an HMBP each year. In addition, the Rancho Cucamonga Local Hazard Mitigation Plan (LHMP) evaluates natural and manmade hazards with the potential to affect residents and the environment as part of the City's General Plan (PlanRC). The proposed Project is required to be consistent with the LHMP and prepare a HMBP that will address all the hazardous and potentially hazardous materials that are transported to, stored, used, or disposed of from the Project site.

The Rancho Cucamonga Fire District manages the safe use of hazardous materials on commercial and industrial sites within the City by regularly reviewing and monitoring HMBPs of local businesses. The District's work in this regard is supported by the San Bernardino County Fire Department as the designated Certified Unified Program Agency (CUPA) for hazardous materials issues within the County. This allows the SBCFD and RCFD to quickly identify risks to the public respond appropriately to spills and accidents involving hazardous materials at local industrial facilities.

Additionally, operation of the Project must be in compliance with Section 17.66.040 (Hazardous Materials) of the City Municipal Code related to standards for the storage and transport of hazardous materials.

While there exists some potential risk to employees, adherence to regulations and compliance with regulatory requirements effectively manages such risk to a less than significant level. Based on the available information, implementation of the proposed Project is not expected to result in significant hazards to the public due to the transport, use, and/or disposal of hazardous materials. Therefore, impacts would be less than significant for either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Hazardous Materials**

***Impact HAZMAT-2 – Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

*Analysis of Impacts*

**Construction**

Three of the recent Phase I/II ESA documents did not identify any areas of existing contamination on their portions of the site (i.e., the two existing office buildings and the vacant property just north of the existing two offices). However, the 2017 Ramboll ESA indicates the existing beverage distribution facility has had a long-documented history involving the storage and use of hazardous materials. The ESA stated:

> "Five petroleum USTs were excavated and removed from the site in September 1993. According to agency records, no holes or ruptures were observed on the USTs at the time of removal; however, approximately 300 cubic yards of soil was excavated and disposed off-site as non-hazardous waste. Confirmatory soil samples were collected from the UST excavation pits and in the vicinity of the former fuel dispenser island and analyzed for TPH [total petroleum hydrocarbons] and BTEX [benzene, toluene, ethylbenzene and xylene]. No contaminants were detected above then-applicable regulatory standards. Groundwater was not encountered in the excavation. The 1993 UST Closure report was submitted to the San Bernardino County Environmental Health Services Department, and in December 1993, the facility was issued a "No Further Action" (NFA) letter indicating that no further investigation was required associated with the USTs. The facility is not listed on the LUST database. Although this matter may have been considered a REC [recognized environmental condition] in the past, based on the NFA status, Ramboll Environ characterizes this matter as an HREC" [historical recognized environmental condition](p. 24, Romboll 2017).

In 2018 a Phase II ESA was prepared to assess potential soil contamination on the existing beverage distribution plant site. The 2017 ESA indicated the truck maintenance area of the existing beverage distribution facility was not contaminated by volatile organic compounds (VOCs), total petroleum hydrocarbons (TPH), or heavy metals, However, the Phase I ESA for this facility listed piles of waste materials stored in the northwest corner of the site at the time of survey.

Based on available information, it is at least possible that there may be unanticipated buried materials onsite from construction or operation of past and present onsite uses (i.e., orchard, vineyard, farmhouse, and existing beverage distribution facility). Therefore, Mitigation Measure HAZ-1 is recommended to assure that any unanticipated hazardous materials that are found during grading will be identified and properly remediated in a safe and effective manner.

**Agricultural Chemicals.** The three Phase I ESAs indicate portions of the Project property *"may have historically been used for agricultural purposes from the 1930s to 1982, including the presence of a small structure on the northwestern corner of the site and use of the western portion of the site as an orchard. Additionally, evidence of former grapevines were observed on the northern parcel during a 2001 Phase I ESA. A concrete structure likely associated with past agricultural use of the site was observed along the northern property boundary at the time of the site visit, and a well was depicted in the vicinity of the concrete structure on the 1966 through 1981 topographic maps"* (p. 25, Ramboll 2017).

The three Phase I ESAs did not provide any specific information regarding historical agricultural chemical use onsite, "but pesticides or other agricultural chemicals may have been applied on the property. It is possible that residual concentrations of agricultural chemicals may be present in soil and potentially groundwater. If residual concentrations of these chemicals are present, it is unlikely that they would be the subject of regulatory scrutiny in the context of a non-residential land use scenario. As such, the Phase I ESA for the existing beverage distribution facility characterized that finding as a *de minimis* condition provided the site use remains industrial and the property is not re-zoned for residential use" (p. 25, Ramboll 2017).

Demolition of the existing onsite buildings could result in potential exposure of workers or residents living near this site to hazardous materials such as asbestos-containing materials (ACM) or lead-based paint (LBP) due to the age of the buildings. Demolition of structures within the City are required to comply with the California Health and Safety Code, Occupational Safety and Health Administration (OSHA), and South Coast Air Quality Management District Rule 1403 related to removal of ACM and LBP. Such requirements include the preparation of LBP and ACM surveys as well as remediation measures for the removal of LBP and ACM during demolition activities. Proper labeling, safety training, warnings, and plan preparation, as well as monitoring by certified contractors is also required.

According to the SCAQMD, demolition of older buildings and structures may pose a hazard regarding asbestos containing materials and lead-based paint. It should be noted that Asbestos Containing Materials and lead based paint do not represent a significant public health hazard when they are left undisturbed, however, site development requires demolition of the existing office and warehouse buildings prior to grading.

**Asbestos-Containing Materials (ACMs).** ACMs were used on a widespread basis in building construction prior to and into the 1980s. The ESA indicated that construction on the existing office and warehouse buildings onsite began in the 1980's so it is at least possible such materials may be present on the Project site buildings. Typical sources of ACMs include transite (water) pipes, roofing materials and roof penetrating mastic and vinyl floor tiles. If ACMs are present, site demolition could result in airborne emissions of asbestos resulting in exposure of workers or the environment to a hazardous material. In accordance with Section 112 of the Federal Clean Air Act, the U.S. EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP). If necessary, the Project would comply with SCAQMD Rule 1403, which is the enforcing rule of the Asbestos NESHAP, and sets forth requirements for asbestos surveying, notification, removal procedures and storage, and disposal requirements for ACMs. Regulatory compliance with SCAQMD Rule 1403 would ensure the proposed Project does not expose sensitive receptors to ACMs. If present, ACMs would need to be removed by a licensed contractor prior to general onsite demolition and the start of grading.

**Lead Based Paint (LBP).** According to the California Department of Toxic Substances, exposure of construction workers to LBP during demolition of older structures is of concern, similar to that of exposure to asbestos. Exposure of surrounding land uses to lead from

> demolition activities is generally not a concern because such activities do not result in appreciable emissions of lead. The primary emitters of lead are industrial processes. Improper disposal of lead-based paint could contaminate soil and subsurface groundwater in and under landfills not properly equipped to handle hazardous levels of this material.

Three of the Phase I ESAs prepared for portions of the Project site indicated they did not specifically survey for ACM and LBP. However, the Phase I ESA prepared for the existing beverage distribution facility, stated the following:

> *The building was constructed in the early 1980s, around when asbestos was generally phased out of use in most building material applications. An asbestos survey was conducted in October 1997, and asbestos was detected in black mastic and yellow/black adhesive. Some of the ACM at the site was abated in November 1998. The facility maintains an inventory of known and PACM* (potential asbestos-containing materials](p. 25, Ramboll 2017).

Therefore, the ESA recommended appropriate testing be conducted on suspect materials prior to demolition of existing structures (i.e., office building and beverage plant in the southern portion of the Project site).

Due to the age of the existing onsite building, a survey needs to be conducted prior to any demolition on the site to determine if or to what degree the existing buildings contain ACMs and/or LBP. In this regard, Mitigation Measure HAZ-2 is recommended to be implemented prior to any demolition activities.

According to the State Water Resources Control Board, there are no leaking underground storage tank (LUST) cleanup sites or disposal sites within the Project site.[4] The closest LUST site is located approximately 1 mile west of the Project site off Lucas Ranch Road. The case was completed and closed as of March 9th, 2000. There is no chance of upset or accidental release of hazardous materials through a LUST cleanup site. Development of the proposed Project will require the demolition of the existing onsite buildings, and the construction of the proposed beverage manufacturing facilities. Disposal of any remaining construction and demolition materials would be required to comply with the California Green Building Standards Code as adopted by the Rancho Cucamonga Municipal Code.[5] It is the responsibility of the builder to implement applicable erosion, sediment, waste management and tracking BMPs at the Project site.

Without mitigation, impacts related to the discovery of unanticipated hazardous materials during grading and the possible presence of ACMs and LBPs, potential impacts are potentially significant. With adherence to Mitigation Measures HAZ-1 and HAZ-2 as well as existing regulations, impacts related to the foreseeable upset or accidental release of hazardous materials due to the development of the proposed Project will be less than significant for either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

**HAZ-1** **Unanticipated Discovery of Hazardous Materials.** Prior to issuance of a grading permit for Phase 1 and/or Phase 2, the project proponent shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from infill urban construction sites. The QEP must be on-call and summoned to the

site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

If soils are found to be contaminated at levels that are only slightly in excess of applicable residential standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and developer to either remove contaminated soil and/or mix the contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable residential standards. The results of any testing shall be provided to the City or other agencies as appropriate. Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the City Community Development Department.

**HAZ-2** **ACMs and LBP Survey.** Prior to demolition of any structures on the project site in either Phase 1 or 2, the developer shall retain qualified licensed environmental contractor(s) to survey the existing onsite office and warehouse buildings and any related structures for asbestos-containing materials (ACMs) and Lead-Based Paints (LBPs). If the survey finds the presence of any ACMs or LBPs on the site, the contractor(s) shall follow all relevant guidance from affected regulatory agencies (e.g., CalEPA, SCAQMD, DTSC, County Health Department, etc.) in terms of safe removal and disposal of the contaminated materials as appropriate. The contractor(s) shall prepare and submit a final report to the City Community Development Department within 30 days after completion of demolition/removal for ACMs and LBPs on the project site.

*Level of Significance After Mitigation*

Less than Significant

**Emit Hazardous Emissions**

***Impact HAZMAT-3 – Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

*Analysis of Impacts*

The nearest educational facility to the Project site is the Good Steward Day Care and Preschool just east of the site across Utica Avenue just north of 4th Street (200 feet). The next closest facility is a private school, the American Christian Military Academy of Excellence (grades 7-12) at 9269 Utica Avenue, just east of the southeast corner of the Project site (300 feet). Finally, the Rancho Cucamonga Middle School and the Springs Charter Schools Personalized Learning Center are both located approximately 1.8 miles west of the Project site. This information typically focuses on children in kindergarten through 12th grade (ages 5 to 18). However, the Universal Technical Institute, a technical school for adults, is located just southwest of the Project site on the west side of Haven Avenue and south of 6th Street. There are several educational facilities within a quarter mile of the Project site. However, based on the analysis

presented in Section 4.8.4 (Impact HAZ-2), potential impacts to schools will be less than significant for either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario. It should be noted this issue typically deals with potential soil or groundwater contamination – for a discussion of hazardous or toxic air contaminants (TACs) from Project operation, see Section 4.3, *Air Quality – Health Risk Assessment*.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Hazardous Material Sites**

***Impact HAZMAT-4 – Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

*Analysis of Impacts*

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by State, local agencies, and developers to comply with CEQA by providing information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California Environmental Protection Agency (Cal EPA or CEPA) to develop at least annually an updated Cortese List. The State Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. The proposed Project site is not on the State *Cortese List* [6] because the Project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[7]
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),[8]
- listed as a hazardous solid waste disposal site by the SWRCB,[9]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[10] or
- developed within a hazardous waste facility subject to corrective action by the DTSC.[11]

In fact, the DTSC Cortese List table shows no Cortese sites in Rancho Cucamonga. However, the existing beverage distribution facility is listed in several other governmental databases shown in Table 4.9-1, Past Bottling Facility Database Listings. It should be noted that the existing beverage distribution plant is listed on San Bernardino County Certified Unified Program Agency (SANBERN CUPA) database for 2010- 2018 as an ongoing “Small Quantity Hazmat Generator” but no hazmat incidents or accidents are associated with that listing. Table 4.9-1 indicates there are no significant incidents in the past at the Project site involving non-

Cortese database records. It should also be noted the 2018 Phase I ESA indicated the "Dental Heaven"/Rancho Dental Group," located in the southernmost office building on the Project site is listed in the State Hazardous Waste Tracking System (HWTS) database but there is no evidence of any violations, actions, or current permits issued.

In addition, the two other most comprehensive governmental databases, GeoTracker by the State Water Board, and EnviroStor by the Department of Toxic Substances Control, do not list the existing beverage distribution facility or the entire Project site as having had an incident involving hazardous materials. These databases also do not show any new listed uses since the 2022 Phase I ESA was completed.

**Table 4.9-1**
**Past Beverage Facility Database Listings**

| Database | Date/Listing | Status |
|---|---|---|
| California Hazardous Material Incident Reporting System (CHMIRS) | 8-13-2009 / Gasoline leak from a beverage delivery truck fire on or near the Project site | Fire extinguished, case closed |
| San Bernardino County Certified Unified Program Agency (SANBERN CUPA) | 2010- 2018 / Small Quantity Hazmat Generator | Ongoing |
| Hazardous Waste Tracking System (HAZNET) | 2009 / Recycling/Recovery of various acid regeneration, organics, tank bottom waste, hydrocarbon solvents, benzene, hexane, etc. | 2010 closed |
| California Occupational Safety and Health Agency (Cal OSHA) | 1993-2011 – Wrecking and demolition work | Work complete, case closed |

The three Phase I ESAs also indicate that several existing facilities and uses are adjacent or very close (less than a quarter mile) to the Project site and are listed on several governmental databases, as shown in Table 4.9-2, Hazmat Conditions on Surrounding Properties. However, none of these are included on the Cortese List database through DTSC.

**Table 4.9-2**
**Hazmat Conditions on Surrounding Properties**

| Facility/ Address | Location from Project Site[1] | Database[2] | Hazmat Conditions | Current Status |
|---|---|---|---|---|
| Hi-Tech Epoxy Systems 9269 Utica Ave. (25) | 0.17 mi ESE | CA SBCP | Hazmat Handler with less than 10 employees (2004) – no violations recorded. | Facility Inactive |
| Raytheon Rancho Innovations/ Raytheon Missile Systems Co. 10606 7th Street (G26) | Adjacent N (across 7th St.) | RCRA NonGen NLR CA NPDES CA SBCP CA CIWQS CA CERS | Former small quantity generator of spent nonhalogenated solvents and recovery as applicable in the 1990's to 2020. No violations reported. | No longer a generator or active use |
| International Glass (Raytheon) 10606 7th Street (G26) | Adjacent N (across 7th St.) | CA NPDES | Supplemental use to Raytheon - no violations reported or permits issued | No longer an active use |

| Facility/ Address | Location from Project Site[1] | Database[2] | Hazmat Conditions | Current Status |
|---|---|---|---|---|
| GM Mattress & Foam Corp. (Raytheon) 10606 7th Street (G26) | 0.03 mile N (across 7th St.) | NPDES | Supplemental use to Raytheon - no violations reported or permits issued | No longer an active use |
| Hughes Missile Systems Co. 9050 Utica Ave. (G28) | 0.08 mile N | RCRA NonGen NLR FINDS ECHO CA HAZNET CA HWTS | Small generator of unspecified organic liquid wastes including solvents from laboratories in 1990's - no violations or actions reported. | No longer a generator or active use |
| 7-Eleven #33584 9220 Haven Ave. (B3) | 0.05 mile W (across Haven Ave.) | RCRA NonGen NLR | Gasoline sales with market - no violations or actions reported. Closed 2018. | Closed – use no longer present |
| Speedway No. 3049/ Tesoro-Arco 42487 9280 Haven Ave. (B4-B5) | 0.05 mile W (across Haven Ave.) | CA UST CA CERS HAZ WASTE CA CERS TANKS CA CERS CA HWTS | Haz waste generator, acid regeneration, organics reuse, surface impoundment, organic solids during early 2000's. Repeated labeling and noticing violations. Closed and UST removed 2021. | Closed – use no longer present |
| Distribution Alternatives 10621 E. 6th S. (C14) | 0.10 mile S | CA SBCP | Possession of hazardous materials in 2014. | Still Active – no hazmat records |
| Heaven Partners, LLC 9120 Haven Ave. (16) | 0.13 mile NNW | RCRA NonGen NLR | Hazmat handler but no license required (NLR) | Closed 2019 |
| City of Rancho Cucamonga 7th S./Utica Ave. (27) | 0.01 mile E | RCRA NonGen NLR | Not a generator - no violations/actions reported | Closed 2018 |

Source: Phase I ESA, 9227/9267 Haven Ave. ATC 2022

[1] N=north, S=south, E=east, W=west

[2] CA CERS = California Environmental Reporting System by CalEPA
CA CERTS TANKS = CERS Underground storage tank monitoring system
CA CIWQS = California Integrated Water Quality System under the State Water Quality Control Board
CA HAZNET = Hazmat tracking system used by the Department of State Toxic Substances Control
CA HWTS = Hazardous Waste Tracking System used by the state for all hazmat facilities
CA NPDES = National Pollution Discharge Elimination System program at the state level
CA SBCP = San Bernardino County Permit system for hazmat sites
CA UST = California Underground Storage Tank monitoring system
ECHO = Enforcement and Compliance History Online system maintained by the US EPA
RCRA NonGen NLR = Resource Conservation and Recovery Act, Non-Generator source, No License Required

Based on available evidence, potential Project impacts relative to the State Cortese List will be less than significant and no mitigation is required under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required.

*Level of Significance After Mitigation*

Less than Significant

**Airports**

***Impact HAZMAT-5 – For projects located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project planning area?***

*Analysis of Impacts*

While there are no airports located within the City, much of the southern portion of the City, including the Project site, is located within the Airport Influence Area (AIA) of the Ontario International Airport. The Project site is located 1.95 miles north of the airport. San Bernardino County has delegated each airport proprietor to create individual Airport Land Use Compatibility Plans, rather than establish an Airport Land Use Commission. The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) serves to promote safe compatibility between the airport and the surrounding land uses. As stated previously, the site is zoned as Mixed Employment 2 (ME2), allowing for medium to high intensity professional office or industrial/manufacturing spaces. The Project involves the demolition and new construction of the existing onsite beverage facility to allow for the new production, bottling, and expanded distribution of beverage products. The surrounding land uses of the Project site all include commercial and industrial developments, and development of the proposed Project will be in compliance with the City's applicable land use designations and zoning.

The Project site will be developed and operated in cooperation with the ONT ALUCP and will not encroach on airport property. The Project site is outside of the ONT Safety Zones and ALUCP noise contour maps and will not expose persons residing or working in the Project area to excessive airport safety hazards or noise.

The Project also proposes several tall buildings on the site (i.e., ASRS is max. 130 feet and 70 feet average, PC building is max. 41 feet, and DC is max. 45 feet). These buildings are approximately 10,000 feet north-northeast of the closest ONT runway. Therefore, the Project will need to obtain clearance from the Federal Aviation Administration (FAA) and comply with its lighting/signage restrictions and warning improvements. These potential restrictions are addressed in Mitigation Measure HAZ-3 below.

As noted in the existing conditions of the PlanRC General Plan Update, the southern border of the City is located approximately one mile north of the Ontario Airport's 65 dBA CNEL noise contour, and as such, aircraft noise does not significantly impact the City.[13] The proposed Project will adhere to all noise and safety policies as established in the Noise Element of PlanRC, as well as those policies outlined in the ONT ALUCP. With this regulatory compliance, potential impacts related to airport hazards will be less than significant and no mitigation is required.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

**HAZ-3** **FAA Lighting Hazards.** A minimum of 45 days prior to submittal of an application for a building permit for the project, the applicant shall consult with the City of Rancho Cucamonga Planning Department in order to determine whether any implementing project-related vertical structures will encroach into the 100-to-1 imaginary surface surrounding the ONT. If it is determined that there will be an encroachment into the

100-to-1 imaginary surface, the applicant shall file a FAA Form 7460-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the applicant and the City Planning Division will work with FAA to resolve any adverse effects on aeronautical operations including any lighting or other restrictions or prohibitions which may include but are not limited to the following:

a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

e. All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

*Level of Significance After Mitigation*

Less than Significant

**Adopted Response and/or Evacuation Plans**

***Impact HAZMAT-6 – Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

*Analysis of Impacts*

Circulation in and out of the proposed Project will allow for emergency access and evacuation from the site in the event of an emergency situation. The Project is located at the northeast corner of Haven Avenue and 6th Street, the former of which is listed as an evacuation route in the "ReadyRC: Before, During and After a Disaster in Rancho Cucamonga" booklet created by the Rancho Cucamonga Fire Prevention District.[14] Construction and operation of the proposed Project will not interfere with the accessibility of this route in the event of an emergency requiring evacuation. Additionally, construction of the proposed Project will not impact access to surrounding locations for emergency services, nor will it impact evacuation out of surrounding areas in the case of an emergency. All proposed improvements will be designed in accordance with California Fire Code (Title 24, California Code of Regulations, Section 9) specifications. Construction and operation of the proposed Project will not interfere with an emergency response plan or evacuation plan, and with adherence to existing regulations. Impacts will be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Wildland Fires**

***Impact HAZMAT-7 – Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

*Analysis of Impacts*

The Project site is located in an urbanized area and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CalFIRE).[15] Development of the proposed Project will not expose people or structures to significant risks involving wildland fires. No impacts will occur.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact HAZMAT-8 – Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally level and urban in nature and may or may not contain hazardous materials based on their individual site history. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*).

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly

speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding the routine transport, use, or disposal of hazardous materials, the Project does require certain hazardous materials but these are transported, stored, handled, and disposed of according to various federal, state, and local laws and regulations (Impact HAZ-1). Development of the 174 regional cumulative projects, or the 11 local cumulative projects, may involve the transport, handling, storage, use, and disposal of hazardous materials at one or more sites. Cumulative projects in the City of Rancho Cucamonga, the cities of Jurupa Valley and Fontana, and San Bernardino County are required to meet the same federal, state, and local laws and regulations which help assure there will be no regional significant cumulative impacts regarding hazardous materials. Therefore, development of the proposed Project would not cause substantial adverse cumulative impacts in regard to hazards or hazardous materials to the City and its residents.

Relative to creating a hazard by upset and accident conditions involving the release of hazardous materials, it was determined the Project has the potential for release of certain hazardous materials (Impact HAZ-2). However, Mitigation Measures HAZ-1 (unanticipated discovery of buried hazardous materials) and HAZ-2 (asbestos and lead-based paint surveys before demolition) respectively, were recommended to reduce potential impacts to less than significant levels. Development of the 174 regional cumulative projects, or the 11 local cumulative projects, may involve the accidental release of hazardous materials at one or more sites. Cumulative projects in the City of Rancho Cucamonga, the cities of Jurupa Valley and Fontana, and San Bernardino County are required to meet the same federal, state, and local laws and regulations which help assure there will be no regional significant cumulative impacts regarding accidental release of hazardous materials. Therefore, with adherence to existing regulations and implementation of mitigation, development of the proposed Project would not cause substantial adverse cumulative impacts regarding the upset or accidental release of hazardous materials within the City or nearby cities and the County.

Regarding emitting hazardous materials within one quarter mile of a school, there is one pre-school facility adjacent to the southeast corner of the Project site, but no public or private K-12 schools within a quarter mile (Impact HAZ-3) However, with implementation of Mitigation Measures HAZ-1 and HAZ-2 from Impact HAZ-2, the Project would have less than significant impacts related to emitting hazardous emissions or handling hazardous materials within one-quarter mile of an existing or proposed school.

One or more of the 174 regional cumulative projects, or one or more of the 11 local cumulative projects, may involve hazardous materials and may be within a quarter mile of one or more schools. However, all cumulative projects in the City of Rancho Cucamonga, the cities of Jurupa Valley and Fontana, and San Bernardino County are required to meet the same federal, state, and local laws and regulations relative to the potential release of hazardous materials which help assure there will be no regional significant cumulative impacts regarding hazardous materials in proximity to school facilities. Therefore, development of the proposed Project would not cause substantial adverse cumulative impacts in regard to hazardous materials proximate to school facilities.

Regarding the State Cortese List, the Project site is not on that compiled governmental database list of sites involving hazardous materials (Impact HAZ-4). Without more specific locational information, it is not possible to positively determine whether or not all of the cumulative project sites are on the Cortese List. However, the Project site is not included on the

Cortese List so even if one or more local or regional cumulative project sites are on the Cortese list, the Project would not make a substantial contribution to any significant cumulative impacts relative to Cortese list sites.

Regarding conflicts with an airport land use plan, the Project site is just within two miles of the Ontario International Airport (ONT) runways (Impact HAZ-5). Therefore, the Project will need to obtain clearance from the Federal Aviation Administration (FAA) and comply with its lighting/signage restrictions and warning improvements (see Mitigation Measure HAZ-3). However, the site is not located within the Ontario Airport's safety zones or noise contour map so it would not result in airport-related hazards or noise impacts to employees or visitors.

It appears that a number of regional cumulative projects in the City of Ontario are within two miles of ONT (#65, 66, 68, 77, 78, 79, 80, and 81) and may need to comply with its land use, noise, or lighting requirements. Regardless of how many cumulative projects must comply with ONT requirements, the Project, by implementing mitigation HAZ-3, will not make a substantial contribution to regionally significant cumulative impacts to ONT in terms of land use, noise, or lighting impacts.

Regarding conflicts with emergency response plans, the Project site will have complete emergency access from all four perimeter roads, and Haven Avenue has excellent local and regional access in all directions. In addition, the Project site is bounded by improved roads including Haven Avenue which has access to the I-10 Freeway to the south and indirectly to the I-15 Freeway to the east via 4$^{th}$ Street to the and Arrow Highway to the north. Haven Avenue is a designated and established evacuation route for the community and the Project will make improvements along its frontage of Haven Avenue which will not impede local traffic (Impact HAZ-6).

The 174 regional cumulative projects are all located on different roadways with varying local and regional access available. However, in general the regional cumulative projects take regional access via the I-10 (east-west) and I-15 (north-south) Freeways. The northern projects also have access to the SR-210 Freeway and the southern projects have access to the SR-60 Freeway. The Project Traffic Impact Assessment (TIA) indicates the Project will have adequate local and regional vehicular access which also provide adequate emergency and evacuation access. Therefore, the Project will not make a substantial contribution to regionally significant cumulative impacts relative to emergency response plans and evacuation routes.

Regarding wildland fire risks, the Project is not located in a high or very high fire hazard zone and the surrounding land is not managed by a state agency for fire protection (Impact HAZ-7). The Project will add new buildings and employees who need fire protection, but the site will have sprinklers and other fire suppression systems and be constructed of materials consistent with the latest state Fire Code. Therefore, its impacts related to overall fire risk are less than significant (i.e., it has no wildland fire risk due to its location).

Cumulative development projects in the northern portion of the 5-mile radius area may be within high of very high fire hazard zones depending on location – this applies to any cumulative projects north of the SR-210 Freeway, especially those near or in the San Bernardino Mountain foothills.

The Project meets the various applicable fire code requirements and is not within a high or very high fire hazard area. Therefore, the Project would not make a substantial contribution to regional cumulative impacts related to wildland fire hazards.

Based on Impact Sections HAZ-1 through HAZ-7, Project impacts related to hazards and hazardous materials would not make any substantial contributions to regional cumulative impacts related to these issues. This conclusion is the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

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## 4.9.6 - ACRONYMS

| | |
|---|---|
| AIA | Airport Influence Area |
| ALUCP | Airport Land Use Compatibility Plan |
| APSA | Aboveground Petroleum Storage Act Programs |
| Cal EPA | California Environmental Protection Agency |
| Cal EPA/OES | Cal EPA Office of Emergency Services |
| CAL FIRE | California Department of Fire Protection and Forestry |
| CCR | California Code of Regulations |
| CHWCL | California Hazardous Waste Control Law |
| CALOSHA | California Occupational Safety and Health Administration |
| CERCLA | Comprehensive Environmental Response, Compensation and Liability Act |
| CUPA | Certified Unified Program Agency (under Cal EPA) |
| DOT | U.S. Department of Transportation |
| DTSC | California Department of Toxic Substances Control |
| EPCRA | Federal Emergency Planning and Community Right-To-Know Act |
| FAA | Federal Aviation Administration |
| FAR | Federal Aviation Regulations |
| HFHSZ | High Fire Hazard Severity Zone |

| | |
|---|---|
| HMIS | Hazardous Materials Inventory Statement |
| HMBP | Hazardous Materials Business Plan |
| HMMP | Hazardous Material Management Plan |
| HMTUSA | Hazardous Materials Transportation Uniform Safety Act (under DOT) |
| LARWQCB | Los Angeles Regional Water Quality Control Board |
| LHMP | Local Hazard Mitigation Plan |
| LQG | Large Quantity Generator (part of RCRA) |
| ME2 | Mixed Employment 2 |
| ONT ALUCP | Ontario International Airport Land Use Compatibility Plan |
| OSFM | Office of the State Fire Marshal (under CAL FIRE) |
| OSHA | Federal Occupational Safety and Health Administration |
| PlanRC | City of Rancho Cucamonga General Plan 2020-2040 |
| RCDC | City of Rancho Cucamonga Development Code |
| RCFPD | Rancho Cucamonga Fire Prevention District |
| RCMC | City of Rancho Cucamonga Municipal Code |
| RCRA | Federal Resource Conservation and Recovery Act |
| SQG | Small Quantity Generator (part of RCRA) |
| TRI | Toxic Release Inventory (part of EPCRA) |
| TSCA | Toxic Substances Control Act of 1976 |
| TTCL | Total Threshold Limit Concentration |
| USEPA | United States Environmental Protection Agency |
| VHFHSZ | Very High Fire Hazard Severity Zone |

# 4.10 – Hydrology and Water Quality

This EIR section addresses hydrology and water quality impacts associated with the proposed Project. Information in this chapter is based on the following technical studies that have been independently reviewed for CEQA applicability: Preliminary Hydrology Report[8] (Appendix H); Water Quality Management Plan[5] (Appendix I) both prepared by Kimley Horn in 2023; and a Water Supply Assessment[7] prepared by Dudek in 2023 (Appendix L). It should be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

## 4.10.1 – ENVIRONMENTAL SETTING

### Groundwater

The City of Rancho Cucamonga (City) is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. The Red Hill Fault acts as a hydrological barrier between the two groundwater basins. The Chino Groundwater Basin is located under approximately 235 square miles of the upper Santa Ana River Watershed and underlies an alluvial valley that slopes from the north to the south. The Project site is located within the Chino Groundwater Basin[6]. The general characteristics of the Chino Basin are shown in Exhibit 4.10-1, Chino Groundwater Basin.

Groundwater levels and quality have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site (CDWR 2023). Recent groundwater elevations were found to be between 650 feet and 700 feet. Groundwater levels may fluctuate over time due to changes in regional precipitation, irrigation practices, or groundwater withdrawal.

### Surface Waters

According to the WQMP[5], the Project site is within the Santa Ana River Watershed which drains a 2,620-square-mile area located south of the east-west ridges of the San Gabriel and San Bernardino Mountains and north of the Santa Margarita River watershed. The 100-mile long river generally runs southwesterly from the San Bernardino Mountains north of Seven Oaks Dam toward the San Bernardino and Chino valleys, cutting through the Santa Ana Mountains, and flowing down into the Orange County coastal plain before it flows into the Pacific Ocean in Huntington Beach. The Project site is located within the watershed of the Santa Ana River. There are no surface water resources located on or in proximity to the Project site.

### Flooding and Dam Inundation

The San Bernardino County Department of Public Works has constructed regional flood and debris control facilities throughout the county, including flood control channels in the City that direct runoff through the City into regional facilities. A system of spreading basins along major creeks has also been constructed to manage stormwater runoff and to help recharge local groundwater basins. Two areas within the City are known to have deficient drainage facilities: the undeveloped portions of the City that have no flood control improvements and certain areas within the Industrial Specific Plan that require additional detention facilities: the Project site is not located within either of these areas. The Project site is not located within a 100-year

mapped flood zone[9,10] (FEMA 2023) (See Exhibit 4.10-2, FEMA Flood Zones) or in proximity to drainage features that would cause or contribute to flooding conditions.

Dam failure due to an earthquake, erosion, design flaw, or water overflow during storms can cause inundation hazards in the City. The San Antonio Dam in the city of Upland is located west of the City, and dam failure may result in inundation hazards in the City. Failure of debris basin slopes may also lead to inundation of downstream areas. These include areas downstream of debris basins and a small portion of the southwestern section of the City that could be affected by a breach of the San Antonio Dam in Upland. The Project site is not located in proximity to any open water bodies or reservoirs or within a dam inundation zone (See Exhibit 4.10-3, Dam and Reservoir Inundation).

**Stormwater Quality and Drainage**

Point Source Pollutants

Point-source pollutants have historically consisted of industrial operations with discrete discharges to receiving waters. Industrial operations often include potential sources of pollutant discharges that require coverage under the State of California's General Industrial Permit Order 2014-0057-DWQ. The General Industrial Permit requires industrial operations to comply with regulations that significantly lessen the impact of industry on water quality. Different types of point source pollutants are discussed below.

*Sediment.* Sediment is made up of tiny soil particles that are washed or blown into surface water degrading the quality because they can impact suspended soil particles resulting in increased turbidity. The fine particles also act as a vehicle to transport other pollutants, including nutrients, trace metals, and hydrocarbons. Construction sites are typically the largest source of sediment for urban areas under development.

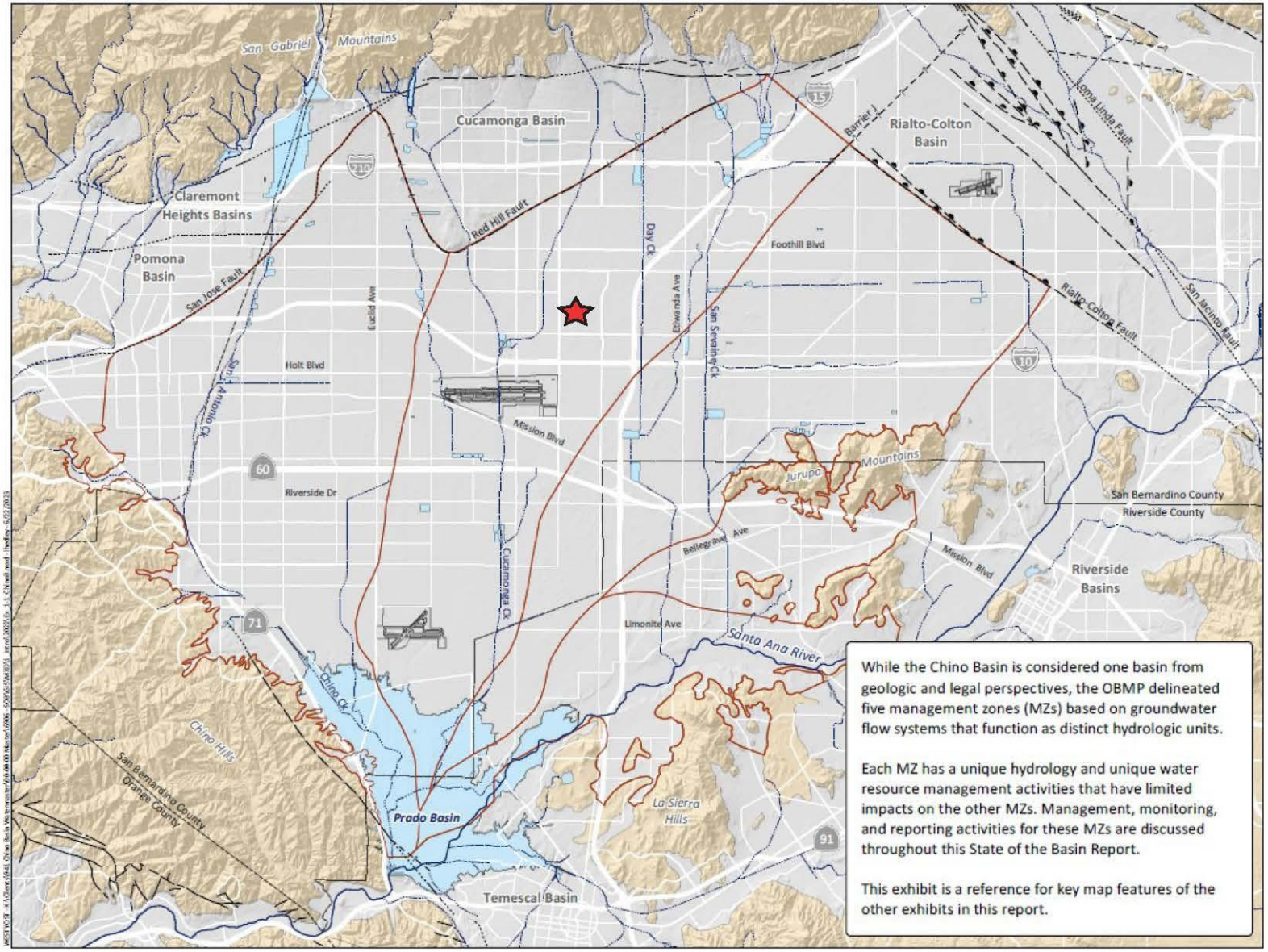
*Nutrients.* Nutrients (especially phosphorus and nitrogen) are a major concern for surface water quality because they can cause algal blooms and excessive vegetative growth. Of the two, phosphorus is usually the limited nutrient that controls the growth of algae in lakes.

The ortho phosphorous form of phosphorus is readily available for plant growth. The ammonium of nitrogen can also have severe effects on surface water quality. The ammonium is converted to nitrate, and nitrite forms nitrogen in a process called nitrification. The process consumes large amounts of oxygen which can impair the dissolved oxygen levels in water.

The nitrate form of nitrogen is very soluble and is found naturally at low levels in water. When nitrogen fertilizer is applied to lawn or other areas in excess of plant needs, nitrates can leach below the root zone, eventually reaching groundwater. Orthophosphate from auto emissions also contributes phosphorus in areas with heavy automobile traffic. Other problems resulting from excess nutrients are surface algal scums, water discolorations, odors, toxic releases, and overgrowth of plants. Common measures for nutrients are total nitrogen, total kjeldahl nitrogen (TKN), nitrate ammonia, total phosphate, and total organic carbon (TOC). Generally, nutrient export is greatest from development sites with the most impervious areas.

*Trace Metals.* Trace metals are primarily a concern because of their toxic effects on aquatic life and their potential to contaminate drinking water supplies. The most common trace metals found in urban runoff are lead, zinc, and copper. Fallout from automobile emissions is also a major source of lead in urban areas. A large fraction of the trace metals in urban runoff are attached to sediment, and this effectively reduces the amount that is immediately available for biological use.

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While the Chino Basin is considered one basin from geologic and legal perspectives, the OBMP delineated five management zones (MZs) based on groundwater flow systems that function as distinct hydrologic units.

Each MZ has a unique hydrology and unique water resource management activities that have limited impacts on the other MZs. Management, monitoring, and reporting activities for these MZs are discussed throughout this State of the Basin Report.

This exhibit is a reference for key map features of the other exhibits in this report.

OBMP Management Zones

Streams & Flood Control Channels

Flood Control & Conservation Basins

*Geology*

*Water-Bearing Sediments*

Quaternary Alluvium

*Consolidated Bedrock*

Undifferentiated Pre-Tertiary to Early Pleistocene Igneous, Metamorphic, and Sedimentary Rocks

*Faults*

- Location Certain
- Location Approximate
- Approximate Location of Groundwater Barrier
- Location Concealed
- Location Uncertain

**Project Location**



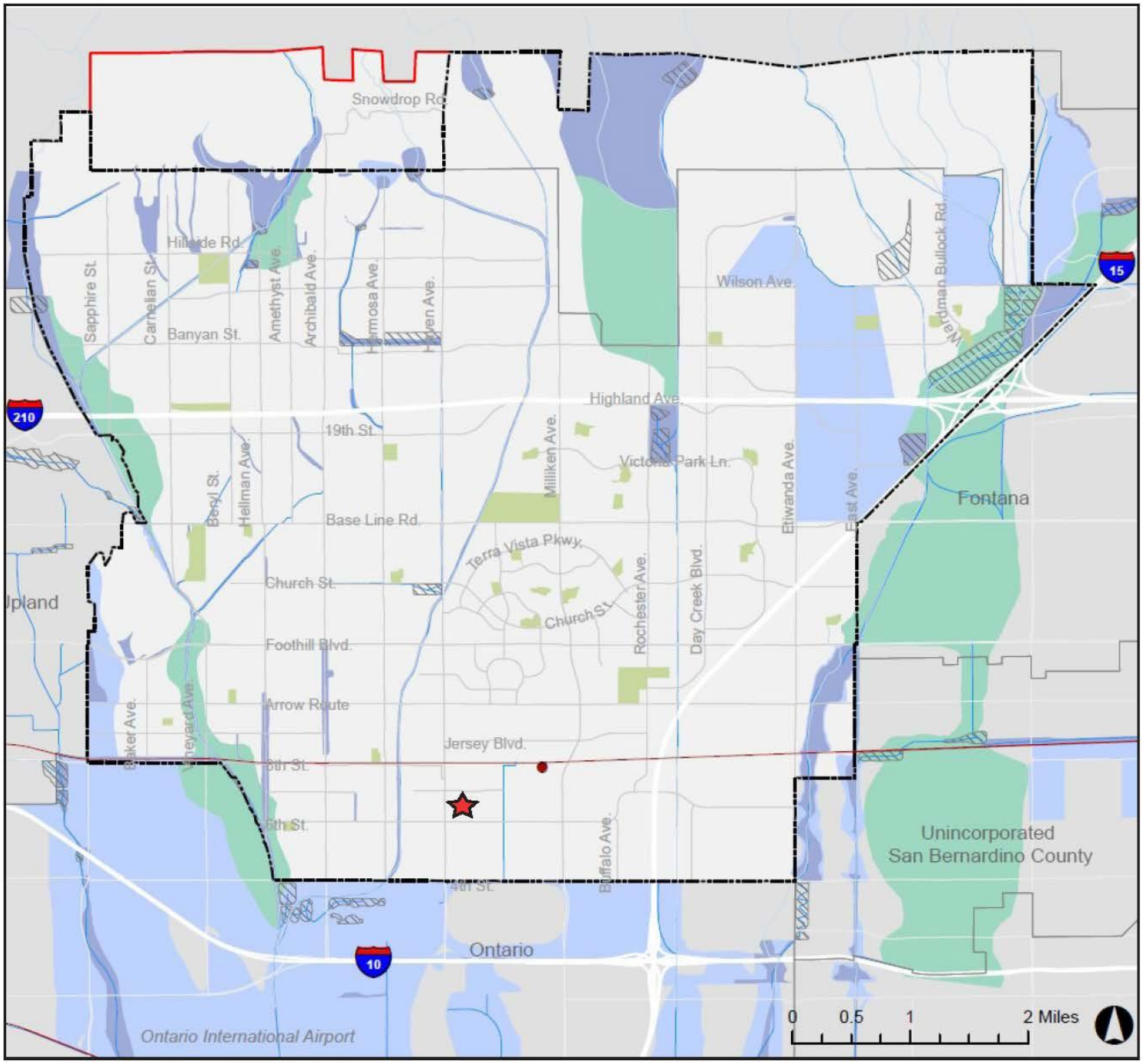

Source: Chino Basin Watermaster

http://www.migcom.com · 951-787-9222

# Exhibit 4.10-1 Chino Groundwater Basin

El Camino Project
Rancho Cucamonga, California

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Project Location ★

**Flood Hazard Zones**

- Flood Control Channels
- Flood Control Basins & Dams
- 100 Year Flood Zone
- 500 Year Flood Zone
- 500 Year Flood Zone (Protected by Levee)

- City Boundary
- Sphere of Influence
- Adjacent City Limits
- Rancho Cucamonga Station
- Metrolink
- Parks
- Waterways



# Exhibit 4.10-2 FEMA Flood Zones

El Camino Project
Rancho Cucamonga, California

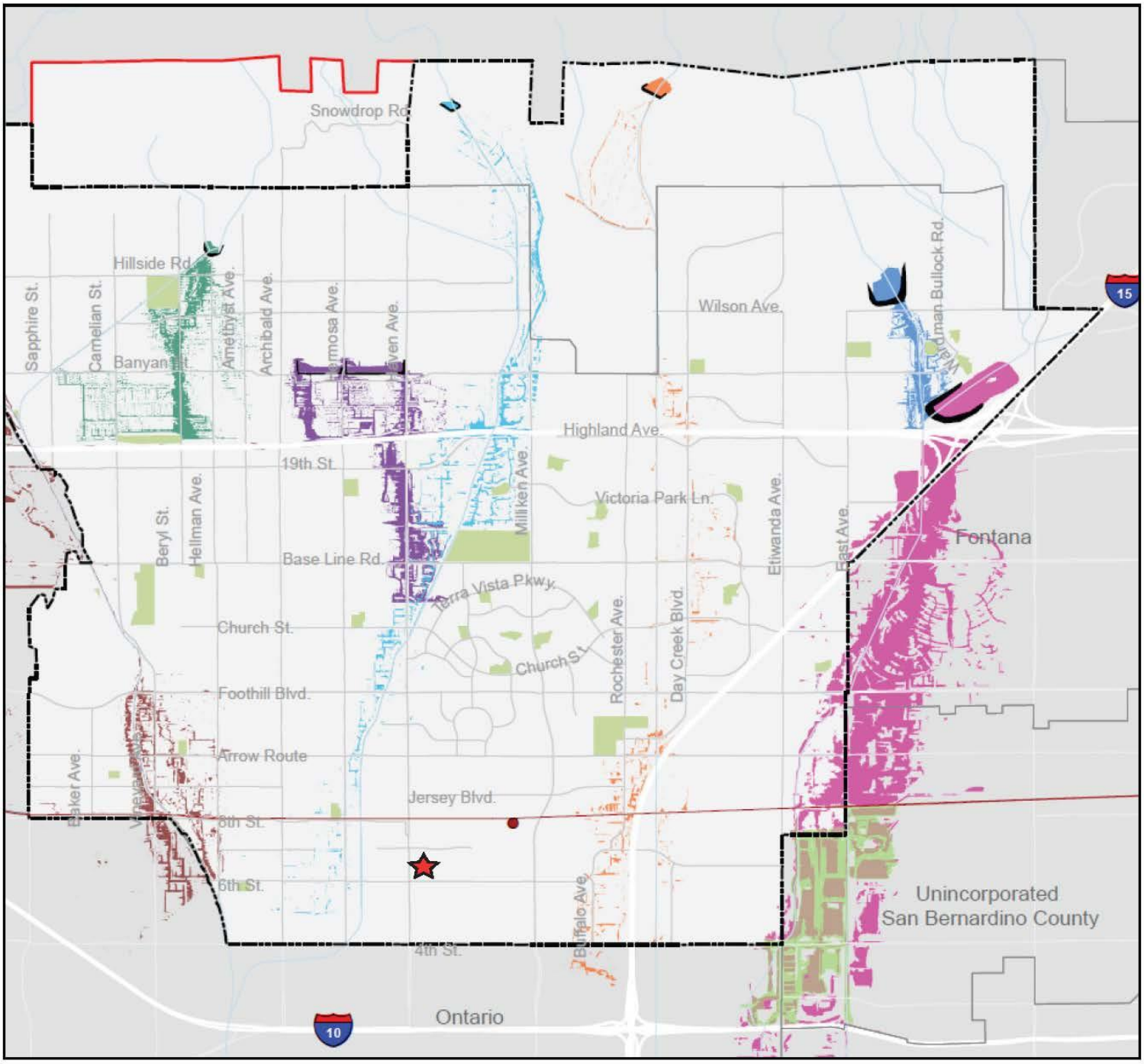





Exhibit 4.10-3 Dam and Reservoir Inundation

*Oxygen-Demanding Substances.* Aquatic life is dependent on the dissolved oxygen (DO) in the water, and when organic matter is consumed by microorganisms, DO is consumed in the process. A rainfall event can deposit large quantities of oxygen-demanding substances in lakes and streams. The biochemical oxygen demand (BOD) of typical urban runoff is on the same order of magnitude as the effluent from an effective secondary wastewater treatment plant. A problem from low DO results when the rate of oxygen-demanding material exceeds the rate of replenishment. Oxygen demand is estimated by direct measures of DO and indirect measures such as biochemical oxygen demand (BOD), chemical oxygen demand (COD), and oils and grease.

*Bacteria.* Bacteria levels in undiluted urban runoff typically exceed public health standards for water contact recreation. Studies have found that total coliform counts typically exceed U.S. EPA water quality criteria almost every time it rained. The coliform bacteria that are detected may not be a health risk in themselves but are often associated with human pathogens.

*Oil and Grease.* Oil and grease contain a wide variety of hydrocarbons some of which would be toxic to aquatic life in low concentrations. These materials initially float on water and create the familiar rainbow-colored film. Hydrocarbons have a strong affinity for sediment and quickly become absorbed by it. The major source of hydrocarbons in urban runoff is crankcase oil and other lubricating agents that leak from automobiles. Hydrocarbon levels are highest in the runoff from parking lots, roads, and service stations. Residential land uses generate less hydrocarbons export although illegal disposal of waste oil into stormwater can be a problem in urban areas.

Priority Pollutants

Priority pollutants generally are related to hazardous wastes or toxic chemicals which can be detected in stormwater. Priority pollutant scans have been conducted on urban runoff in this region by various regulatory agencies, including the Santa Ana Regional Water Quality Control Board, according to U.S. EPA standards. These previous studies evaluated the presence of over 120 toxic chemicals and compounds and rarely revealed levels of toxins that exceeded the current safety criteria. The urban runoff scans were primarily conducted in suburban areas which are not expected to have many sources of toxic pollutants with the possible exception of illegally disposed or applied household hazardous wastes. Priority pollutants in stormwater include phthalate (plasticizer compound), phenols and creosols (wood preservatives), pesticides and herbicides, oils and greases, and metals.

Physical Characteristics of Stormwater

The physical properties and chemical constituents of water traditionally are used to monitor and evaluate water quality. The water quality parameters for stormwater are numerous and are classified in several ways. In many cases, the concentration of an urban pollutant, rather than the annual load (amount) of that pollutant, is needed to assess a water quality problem.

Existing Facilities

The City's storm drainage and flood control system provides regional and local drainage as well as debris basins and spreading grounds designed to reduce mud flows. Storm drainage in the City is provided by curbs and gutters along streets, which direct stormwater into catch basins, pipes, and concrete channels that run southerly in or near the City. The City maintains 104 miles of storm drains and 2,200 drainage structures within its storm drainage system. These facilities connect to the regional storm drainage system owned and maintained by the San Bernardino County Department of Public Works, which includes channelized creeks, debris basins, and spreading grounds. The site is located between Day Creek 2 miles to the east and Cucamonga Creek a half mile to the west. The storm drains that serve the Project site flow

west to the Cucamonga Creek Channel in 6th Street. Runoff then flows south to the Prado Basin where it joins the Santa Ana River which eventually flows to the Pacific Ocean 38.5 miles southwest of the Project site.

## 4.10.2 – REGULATORY FRAMEWORK

### Federal

Clean Water Act

The Clean Water Act[15] (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges (known as “point sources”) into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff, the principal nonpoint source. These tools are employed to achieve the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation's waters so that they can support "the protection and propagation of fish, shellfish, and wildlife and recreation in and on the water”. Under the watershed approach, equal emphasis is placed on protecting healthy waters and restoring impaired ones.

Major CWA programs include water quality standards, anti-degradation policy, waterbody monitoring and assessment, total maximum daily loads (TMDLs), the National Pollutant Discharge Elimination System (NPDES) permit program for point sources, Section 319 program for nonpoint sources, Section 404 program regulating filling of wetlands and other waters, Section 401 state water quality certification, and the state revolving loan fund (SRF).

Federal Emergency Management Agency (FEMA)

The Federal Emergency Management Agency (FEMA) creates maps classifying levels of flood risk or flood zones for designated areas. The maps are called Flood Insurance Rate Maps (FIRMs) and are utilized to determine the need and rate of flood insurance. Flood zones are determined based on historical data on the likelihood of flood inundation. The 100-year flood zone, also classified as Zones A, AO and AE, is the area of flooding expected to occur every 100 years.

### State

Porter-Cologne Act (California)

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne) the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. Porter-Cologne also established nine Regional WQCBs to oversee water quality on a day-to-day basis at the local/regional level. RWQCBs engage in a number of water quality functions in their respective regions. The Project is with the jurisdiction of the Santa Ana RWQCB.

### Regional

NPDES Program

The National Pollutant Discharge Elimination System (NPDES) program requires permitting for activities that discharge pollutants into waters of the United States. This includes discharges from municipal, industrial, and construction sources. Generally, these permits are issued and monitored under the oversight of the State Water Resources Control Board (SWRCB) and

administered by each regional water quality control board. A brief discussion of these permit types are presented below:

Municipal separate storm sewer systems (MS4) permits are issued based on the size of the municipality. MS4 permit requirements include reduction of pollutant discharges to the 'maximum extent practicable' and protection of water quality. Requirements also include identification of major outfalls and pollutant loads and control of discharges from new development and redevelopment. To address these objectives, municipalities are required to prepare stormwater management plans. Although the NPDES program does not regulate nonpoint sources of pollution, the Santa Ana Regional Water Quality Control Board has other programs in place to address nonpoint sources.

Industrial Permits: The State Water Resources Control Board issues the Industrial General Permit that regulates discharges from 10 broad categories of industrial activities. The permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and monitoring program to implement water quality objectives through use of the best available technology (BAT) economically achievable and best conventional pollutant control technology (BCT).

Construction Permits: Construction activities that disturb one acre or more (whether a single project or part of a larger development) are required to obtain coverage under the State's General Permit for Dischargers of Stormwater Associated with Construction Activity. The activities covered under the Construction General Permit include clearing, grading, and other disturbances. The permit requires preparation of a SWPPP and implementation of Best Management Practices (BMPs) with a monitoring program.

Basin Plans

The Water Quality Control Plan for the Santa Ana River Basin (Santa Ana Basin Plan) identifies the beneficial uses and water quality objectives for the Project site's receiving water bodies. Water bodies that do not meet established water quality standards are considered "impaired" under Section 303(d) of the federal CWA, and responsible RWQCBs are required to develop Total Maximum Daily Loads (TMDLs) for the impairing pollutant(s). A TMDL is an estimate of the total load of pollutants from point, nonpoint, and natural sources that a water body may receive without exceeding applicable water quality standards (with a "factor of safety"). Once established, the TMDL is allocated among current and future pollutant sources that discharge to the water body. TMDLs must consider and include allocations to both point sources and nonpoint sources of listed pollutants.

In addition, the 2000 Chino Basin Optimum Basin Management Program (OBMP) was developed pursuant to the Judgment (Chino Basin Municipal Water District v. City of Chino, et al.) and a court ruling on February 19, 1998. The OBMP is the master planning document for the Chino Basin Watermaster's (Watermaster) basin management activities that provide for the enhanced yield of the Chino Basin and seek to provide reliable, high-quality, water supplies for the development that is expected to occur within the Basin. The OBMP Implementation Plan is the court-approved governing document for achieving the goals defined in the OBMP. While the Chino Basin is considered one basin from geologic and legal perspectives, the OBMP delineated five management zones (MZs) based on groundwater flow systems that function as distinct hydrologic units. Each MZ has a unique hydrology and unique water resource management activities that have limited impacts on the other MZs.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City's General Plan[1] provides guidance to promote the City's goals for current and future development. This chapter also focuses on enhancing the community for its residents and maintaining its historical significance. This goal and policy in that Chapter relate to the proposed Project:

| | |
|---|---|
| Goal LC-2 | Human scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort. |
| Policy LC-2.8 | Landscaping. Require development projects to incorporate high quality, predominantly native and drought-tolerant landscaping to extend and enhance the green space network of the city. |

Resource Conservation Chapter

The Resource Conservation Chapter of the city's General Plan[2] provides guidance regarding the city's natural resources and their preservation. The chapter contains goals and policies that further protect those resources as well as the energy resources contained in the city. This goal and policy in that Chapter relate to the proposed project:

| | |
|---|---|
| Goal RC-2 | Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment. |
| Policy RC-2.5 | Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences. |

Stormwater and Urban Runoff Management and Discharge Control Ordinance

The Stormwater and Urban Runoff Management and Discharge Control Ordinance in Chapter 19.20 of the Municipal Code[3] was adopted to comply with the CWA, the Porter-Cologne Act, and the City's NPDES MS4 Permit. The ordinance sets regulations to protect and enhance the water quality in water bodies, water courses, and wetlands in the City. The regulations address connections to the City's MS4 system, protection of the MS4 system, prohibited discharges, compliance with NPDES permits, implementation of BMPs, spill containment, required notification of accidental discharges, and property owner responsibility for illegal discharges.

This ordinance includes requirements for the protection of the storm drainage system, non-stormwater and stormwater discharges from construction activities, and the preparation of WQMPs that identify permanent BMPs in new development and major redevelopment projects. With respect to the preparation of WQMPs, prior to the issuance of any grading or building permit, all qualifying land development/redevelopment projects are required to submit a WQMP to the City Engineer for review and approval.

## 4.10.3 – SIGNIFICANCE THRESHOLDS

Per the California Environmental Quality Act (CEQA) Guidelines[4] of 2018, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to hydrology and water quality if it would:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would; (i) result in substantial erosion or siltation on-or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows;

d) Result in in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or,

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

## 4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to violation of water quality standards, decrease in groundwater supplies or interfere with groundwater recharge, change the existing drainage pattern, inundation related to flood hazards, and conflict with the implementation of a water quality or groundwater management plan, which could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

### Water Quality Standards

***Impact HYD-1 – Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

*Analysis of Impacts*

Runoff from the Project site and surrounding area flows into local storm drains that flow west into the Lower Cucamonga Creek, the flow south via Cucamonga Creek Reach 1 (Valley Reach), then into Deer Creek (Valley Reach), then west and south into Santa Ana River Reach 2, Santa Ana River Reach 1, and eventually into the Pacific Ocean. According to the Project well development report…"groundwater in areas of the Chino Basin is currently contaminated with perchlorate and volatile organic compounds (VOCs, primarily trichloroethylene [TCE], per[tetra]chloroethylene [PCE], and 1,2,3-Tricholropropane [1,2,3-TCP]), chiefly associated with historic agricultural and industrial practices of the area, and often does not meet the SWRCB potable water criteria. In addition, nitrates and total dissolved solids (TDS) concentrations can exceed drinking water standards. Hexavalent chromium could become an issue depending on

the future drinking water standards. Arsenic also can be elevated at depth particularly near the City of Chino Hills" (KG 2023). However, the Well Report also indicates the groundwater contaminant plumes in the Chino Basin are all south or down-gradient of the CVWD Chino Basin wellfield. Therefore, the new well proposed as part of the Project will not be adversely affected by these existing groundwater pollutant plumes.

Per the San Bernardino County MS4 Permit (Order No. R8-2010-0036, NPDES No. CAS 618036) Section XI.D.3, all applicants for development permits must submit a preliminary Project-specific Water Quality Management Plan (WQMP) which identifies how the discharge of pollutants into the stormwater and/or runoff discharged into the storm drain system would be treated to ensure compliance with the NPDES Permit. A WQMP[7] is required for the Project as part of the permit process and commits the developer to the implementation of long-term Best Management Practices (BMPs).

The Project site is currently utilized for office uses, and bottled drink distribution with approximately 43 percent developed and 57 percent undeveloped. On-site drainage would be modified as a result of Project construction as referenced in the Hydrology Study (August 2023). The Project would create approximately 85 percent impervious surfaces and 15 percent pervious surfaces.

The applicant prepared a draft WQMP[5] for both Phase 1 and Phase 2 containing BMPs that are intended to prohibit non-stormwater discharges from entering the storm drain system and that would reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent possible. The WQMP also calls for the on-site retention of stormwater to prevent Hydraulic Conditions of Concern (HCOC)—including flooding, erosion, scour, sedimentation, natural habitats, vegetation stress, slope stability, water quality degradation, and altered flow regime at downstream water channels/bodies—if the facilities have not been engineered to their ultimate capacities or if natural conditions are present. Refer to the Project Water Quality Management Plan (WQMP) included in Appendix I. Tables 4.1-1 and 4.1-2 and Form 4.1-3 in the WQMP indicate the Project will implement the following Best Management Practices (BMPs) to help reduce potential onsite and offsite water quality impacts to less than significant levels:

**(N) Non-Structural Source Control BMPs**

N1 Education of Property Owners, Tenants and Occupants on Stormwater BMPs
N3 Landscape Management BMPs
N4 BMP Maintenance
N6 Local Water Quality Ordinances
N8 Underground Storage Tank Compliance
N10 Uniform Fire Code Implementation
N11 Litter/Debris Control Program
N12 Employee Training
N13 Housekeeping of Loading Docks
N14 Catch Basin Inspection Program
N15 Vacuum Sweeping of Private Streets and Parking Lots
N17 Comply with all other applicable NPDES permits

**(S) Structural Source Control BMPs**

S1 Provide storm drain system stencils & signage (CASQA Development BMP Handbook SD-13)
S3 Design and construct trash and waste storage areas to reduce pollution introduction (CASQA New Development BMP Handbook SD-32)
S4 Use efficient irrigation systems & landscape design, water conservation, smart controllers, and source control (Statewide Model Landscape Ordinance; CASQA New Development

BMP Handbook SD-12)
S5 Finish grade of landscaped areas minimum 1-2 inches below top of curb, sidewalk, or pavement
S6 Protect slopes, channels, & provide energy dissipation (CASQA Develop. BMP Handbook SD-10)

**(L) Preventative Low Impact Development (LID) Site Design Practices**

L1 Minimize impervious areas
L2 Maximize natural infiltration capacity
L3 Preserve existing drainage patterns and time of concentration
L4 Disconnect impervious areas
L5 Protect existing vegetation and sensitive areas
L6 Minimize unnecessary compaction in stormwater retention/infiltration basin/trench areas
L7 Stake off areas that will be used for landscaping to minimize compaction during construction

The Project site is relatively flat but Project grading would need to import a net of approximately 122,000 cubic yards of cut soil materials to the site to achieve the needed elevations, slopes, and contours to facilitate building design and connections to existing offsite utilities, including flood control. The Project site would maintain the same general drainage pattern and would be graded to convey runoff within the Project site; no stormwater run-on to the Project site from offsite areas would occur. The WQMP divides the Project site into seven Drainage Management areas (DMAs) or Drainage Areas (Das), five in Phase 1 and 2 in Phase 2, and their locations are shown in Exhibit 4.10-4, Water Quality Management Plan. Onsite runoff from the seven DMAs would be directed to the following new onsite drainage facilities that would be constructed as part of the Project:

**Phase 1** Drainage Areas 1 through 3 convey stormwater flows to catch basins and the planned subsurface infiltration system (BMP Basins 2 and 3) and ultimately offsite to City storm drains when the design capture volume has been met. Drainage Area 4 at the southwest portion of the Project site and the sidewalk and landscaping fronting the existing office building the adjacent streets will all flow into a water quality surface basin (BMP Basin 4) and ultimately drain toward the public right-of-way through the landscape areas. Drainage Area 5 consists of landscaping areas adjacent to 6th Street, Utica Avenue and Haven Avenue and storm water will be self-treated through infiltration. The excess runoff ultimately discharges to the right-of-way due to the drainage pattern.

**Phase 2A** proposes to use the existing building and parking lot with only minor tenant improvements so the existing drainage pattern for this part of the site will not be affected.

**Phase 2B** Drainage Area 1 conveys storm water via sheet flow to storm drain inlets and then to a subsurface bioretention basin. Drainage Area 2 is a landscaped area adjacent to Utica Avenue and 7$^{th}$ Street and storm water will be self-treated by onsite infiltration (BMP Basin 1).

The Project would include four stormwater detention basins per the Project Water Quality Management Plan (WQMP) included in Appendix I and the Preliminary Hydrology Report included in Appendix H. The four water quality/detention basins are referred to as Best Management Practice (BMP) Basins 1-4 as described above. These detention/first flush basins will temporarily retain runoff and allow slow percolation back into the ground, thereby protecting downstream water quality from the increased runoff generated by the site since the Project is almost doubling the amount of impervious surfaces over existing conditions. The size, capacity, and flow rates of the five onsite drainage areas along with their related BMP Basins are shown in Table 4.10-1, Onsite Drainage Conditions. Table 4.10-2, BMP Basin Characteristics, shows

the size and design volumes for the four proposed onsite basins. The physical arrangement of the various BMP basins are shown in Exhibit 4.10-4A, Water Quality Management Plan – Phase 1, and Exhibit 4.10-4B, Water Quality Management Plan – Phase 2. It should be noted that the Design Capture Volume (DCV) values shown in Table 4.10-2 are the minimum thresholds for stormwater volumes that must be captured onsite to provide adequate flood protection.

**Table 4.10-1**
**Onsite Drainage Conditions**

| Drainage Management Area (DMA) | DMA Size (acres) | Existing Condition ($Q_{100}$)(cfs) | With Project ($Q_{100}$)(cfs) | Best Management Practice[1] | Flow With BMPs (cfs) |
|---|---|---|---|---|---|
| ***Phase 1*** | | | | | |
| 1 | 9.53 | 15.98 | 33.41 | Basin 1 | Fully Detained |
| 2 | 7.33 | 13.32 | 23.05 | Basin 2 | Fully Detained |
| 3 | 6.47 | 4.88 | 9.64 | Basin 3 | 14.13 |
| 4 | 0.71 | 1.08 | 1.04 | Basin 4 | 1.52 |
| 5 | 1.76 | -- | 7.56 | Self-Treating | 7.56 |
| **Sub-total** | ***25.79*** | **64.74** | **74.70** | **--** | **23.21** |
| ***Phase 2B (worst case)*** | | | | | |
| 1 | 4.06 | 11.96 | 15.31 | CMP | 8.82 |
| 2 | 0.16 | -- | 0.53 | CMP | 0.53 |
| **Sub-total** | **4.22** | **11.96** | **15.84** | **--** | **9.35** |
| **Total** | **30.01** | **76.70** | **90.54** | **CMP** | **32.56** |

Source: Tables 1-3, Project Hydrology Studies, Phases 1 and 2, Kimley Horn, May 2023,

[1] Phase 1 Basins 1-3 and Phase 2 pipes are infiltration **subsurface** structures, Phase 1 Basin 4 is an Infiltration **surface** structure
CMP = Underground Detention/Infiltration System

**Table 4.10-2**
**BMP Basin Characteristics**

| BMP Basin/ Drainage Area | Design Capture[1] Volume (DCV)($ft^3$) | Retention[2] Volume (RV)($ft^3$) | Difference (RV over DCV) |
|---|---|---|---|
| ***Phase 1*** | | | |
| Basin 1 | 42,301 | 279,069 | +236,768 |
| Basin 2 | 38,184 | 101,846 | +63,662 |
| Basin 3 | 29,872 | 32,030 | +2,158 |
| Basin 4 | 1,420 | 1,753 | +333 |
| **Sub-total** | **111,777** | **414,698** | **+302,921** |
| ***Phase 2B (worst case)*** | | | |
| DA1 | 14,309 | -- | -- |
| DA2 | 81 | -- | -- |
| **Sub-Total** | **14,390** | **77,652** | **+63,262** |

Source: WQMPs, Phases 1 and 2, Kimley Horn, May 2023

[1] Forms 4.2-1, DA-1 through DA-4, WQMP Phases 1 and 2
[2] Form 4.3-3, Infiltration LID BMP (DA1 through DA4), WQMP Phases 1 and 2

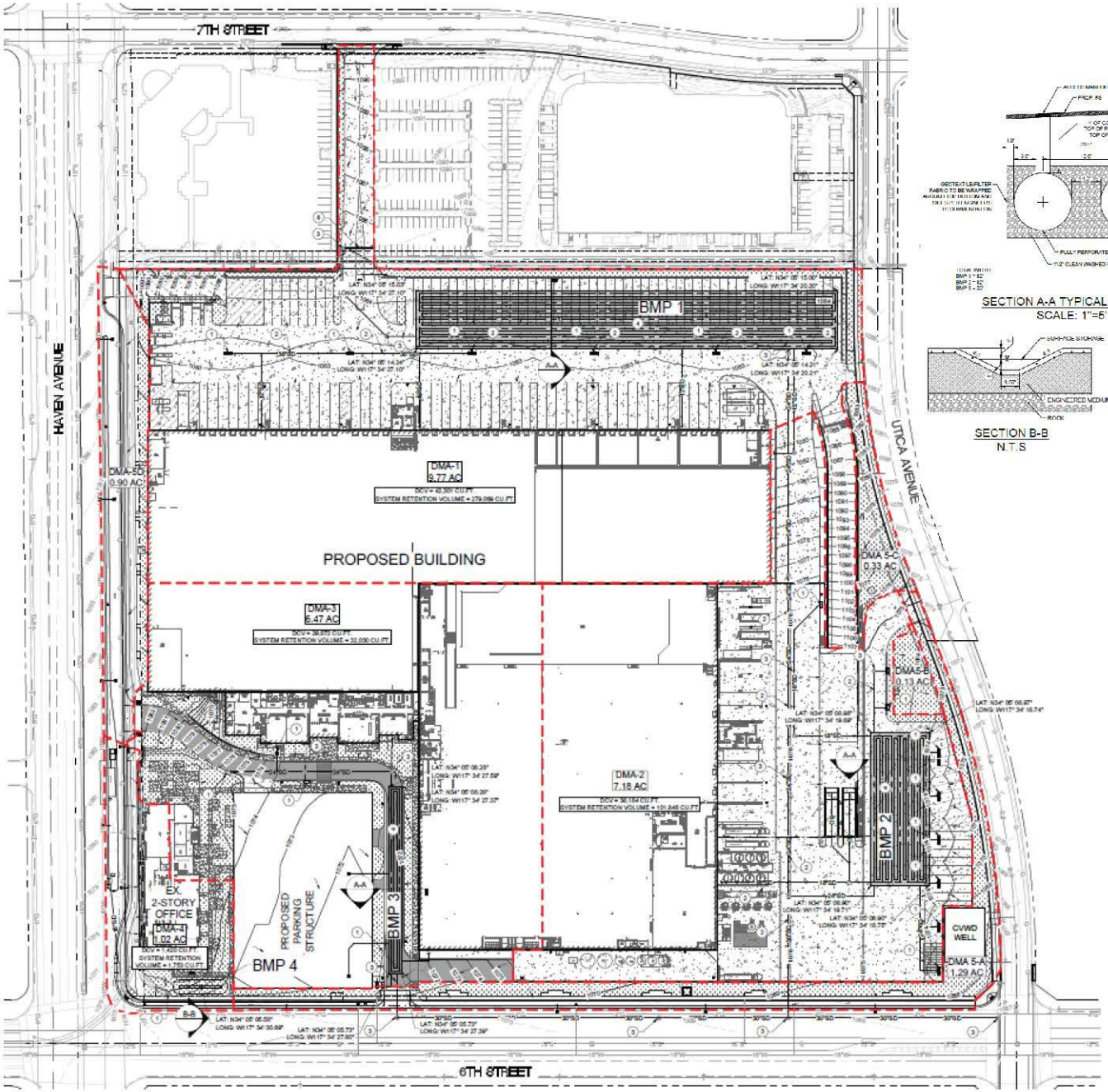
The Project is required to comply with San Bernardino's MS4 regulations. There are no standard conditions applicable to this impact issue. The basins will retain anticipated increases in onsite runoff in the basins and allow water to percolate back into the ground over time. The Hydrology Report and WQMP demonstrate the Project will not result in any significant increase in downstream offsite runoff in terms of quantity or water quality. Therefore, with implementation of the recommended BMPs, impacts are less than significant and no mitigation is required. This

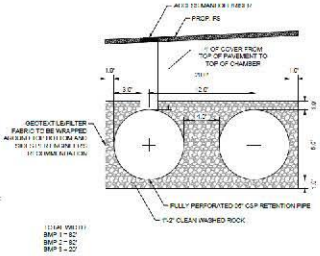
conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

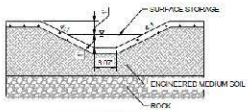
Less than Significant

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SECTION A-A TYPICAL SECTION
SCALE: 1"=5'




SECTION B-B
N.T.S

## GENERAL SITE INFORMATION

| | |
|---|---|
| | RANCHO CUCAMONGA, CA 91730 |
| EXISTING USE: | IP - INDUSTRIAL PARK |
| | |
| BUILDING AREA: | ± 462,675 SF (10.6 AC) |
| TOTAL PERVIOUS AREA: | ± 108,891 SF (5.4 AC) |
| TOTAL IMPERVIOUS AREA (INCLUDING BUILDING): | ± 951,675 SF (22.8 AC) |

## LEGEND

DMA ID — SUB DMA ID
MAX XX
X.XX AC
ACREAGE

OVERALL DMA BOUNDARY
SUB DMA BOUNDARY
EX MINOR CONTOUR
PROP MAJOR CONTOUR
PROP MINOR CONTOUR

## STRUCTURAL SOURCE CONTROL BMPS

| BMP ID | BMP DESCRIPTION |
|---|---|
| S-1 | STORM DRAIN STENCILING |
| | |
| S-4 | LANDSCAPE IRRIGATION AND DESIGN |
| S-6 | FINISH GRADE OF LANDSCAPE AREAS |
| | PROTECT SLOPES AND PROVIDE ENERGY DISSIPATION (CV/DEC/PE SLOPES) |

## DRAINAGE NOTES

1. [illegible]
2. PROPOSED STORM DRAIN LINE
3. [illegible]
4. PROPOSED UNDERGROUND BASIN
5. PROPOSED MODULAR WETLAND
6. PROPOSED TRENCH DRAIN

## PROPOSED DCV CALCULATIONS

| DA | AREA (AC) | BMP ID | DCV (CF) | PROPOSED UNDERGROUND INFILTRATION VOLUME (CF) |
|---|---|---|---|---|
| DMA-1 | 6.83 | BMP-1 | 42,201 | 279,099 |
| DMA-2 | 7.10 | BMP-2 | 30,104 | 101,846 |
| DMA-3 | 6.47 | BMP-3 | 29,972 | 32,030 |
| DMA-4 | 0.71 | BMP-4 | 1,420 | 1,359 |
| DMA-5 | 1.75 | SELF-MITIGATING | - | - |

NOTE:
TREATMENT VOLUME IS DESIGNED TO THE MAXIMUM EXTENT PRACTICABLE (MEP) AND THE MINIMUM EFFECTIVE AREA PROVIDED IN TABLE 5-7 OF THE TECHNICAL GUIDANCE DOCUMENT

## NON-STRUCTURAL SOURCE CONTROL BMPS

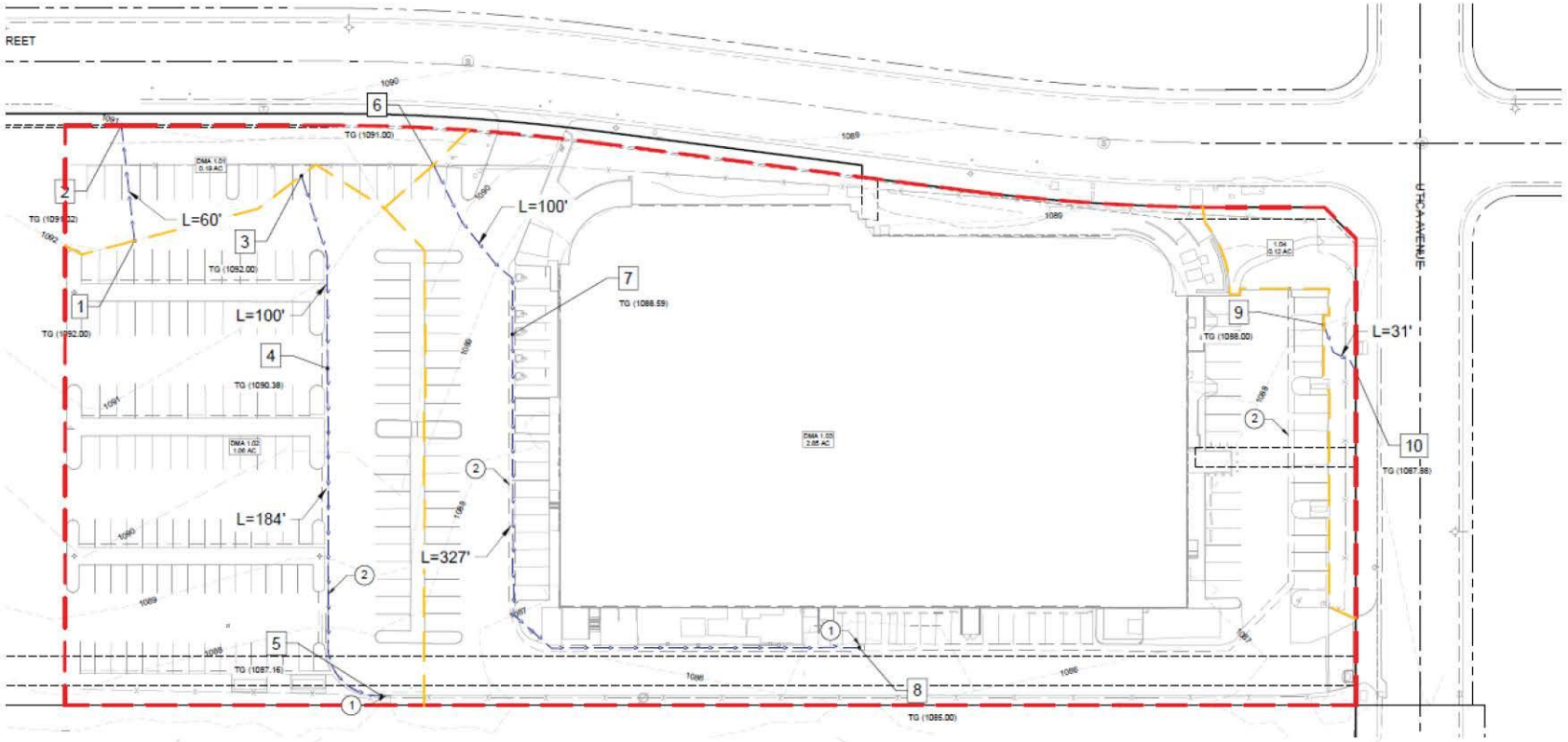
| BMP ID | BMP DESCRIPTION |
|---|---|
| N-1, N-12 | EDUCATION MATERIALS ON STORMWATER BMPS AND AWARE |
| N-3, N-4 | LANDSCAPE MANAGEMENT BMPS / BMP MAINTENANCE |
| N-6 | LOCAL WATER QUALITY ORDINANCES |
| N-8 | UNDERGROUND STORAGE TANK COMPLIANCE |
| N-11 | LITTER / DEBRIS CONTROL PROGRAM |
| N-13 | HOUSEKEEPING OF LOADING DOCKS |
| N-14 | CATCH BASIN INSPECTION PROGRAM |
| N-15 | MECHANICAL SWEEPING OF PRIVATE STREETS AND PARKING LOTS |
| N-17 | COMPLY WITH ALL OTHER APPLICABLE NPDES PERMITS |

Source: RSP Architects
http://www.migcom.com · 951-787-9222

# Exhibit 4.10-4a Water Quality Management Plan - Phase 1

El Camino Project
Rancho Cucamonga, California

MIG




## LEGEND

DMA ID — SUB-DMA ID
DAX.XX
X.XX AC
ACREAGE

DMA ID — SUB-DMA ID
X.XX

L=XX.XX' FLOW PATH LENGTH (FEET)

SUB-DMA BOUNDARY

FLOWLINE

1000 EX MAJOR CONTOUR

1001 EX MINOR CONTOUR

## EXSITING FLOWS SUMMARY TABLE

| AREA DESCRIPTION | AREA (AC) | $Q_{100}$ (CFS) |
|---|---|---|
| DMA 1 | 4.22 | 16.46 |
| TOTAL | 4.22 | 16.46 |

## DRAINAGE NOTES

1. EXISTING STORM DRAIN INLET
2. EXISTING VALLEY GUTTER

Source: RSP Architects

http://www.migcom.com • 951-787-9222

# Exhibit 4.10-4b Water Quality Management Plan - Phase 2

El Camino Project
Rancho Cucamonga, California

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Decrease Groundwater**

***Impact HYD-2 – Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

*Analysis of Impacts*

The primary source of the Project's water supply is groundwater from the Upper Santa Ana Valley Basin – Chino Sub-basin[6] which is an adjudicated basin with an order to be managed by a Watermaster since 1978. The Chino Basin was reportedly adjudicated to mitigate declining water levels that were observed as early as the 1930s. The current development and activities on the site utilize water from the Cucamonga Valley Water District (CVWD or District).

The Project involves construction and operation of a new domestic water well for CVWD. According to CVWD staff[16], this well will be drilled to a depth of 1,200 feet and is expected to supply the District with 1,270 gallons of water per minute (gpm). A New Well Preliminary Report[13] was also prepared for this CVWD well by Kear Groundwater dated April 28, 2023. The Project is constructing the new CVWD well onsite to help improve supply and reliability of the entire CVWD water system consistent with its 2020 UWMP.

The new onsite water well will be installed under the supervision of CVWD but once operable will be operated and maintained by the Rancho Cucamonga Municipal Utility (RCMU)(i.e., the City's utility department), The Water Supply Assessment (WSA) for the Project indicates that, with the planned water well, CVWD will be able to adequately supply the Project with potable water. It should be noted water from the new onsite well will not serve the Project directly but rather will be added to CVWD's regional water supplies which will then supply the Project. The WSA is consistent with the 2020 Urban Water Management Plan (UWMP) prepared by CVWD for normal and sustained drought condition scenarios as explained below. The analysis of the WSA focuses on regional availability of water over the 20-year horizon of the WSA including the three required drought-related scenarios. Combining the two analyses demonstrates that CVWD has sufficient water supplies to serve the Project based on available information. The Project is consistent with the General Plan land use designation which is the basis for the UWMP and the new well will account for the anticipated increase in demand consistent with that anticipated in the UWMP.

According to the Project geotechnical report[17]…"Groundwater levels have been continuously monitored since the 1970s by the California Department of Water Resources (CDWR) at a well located approximately one-half mile west of the site (CDWR, 2023). Recent groundwater elevations were found to be between 650 feet and 700 feet (over 300 feet below ground surface). Groundwater levels may fluctuate over time due to changes in regional precipitation, irrigation practices, or groundwater withdrawal. However, groundwater levels are anticipated to remain relatively deep and are not considered to be a design or construction consideration for this project." (p. 7, GDC 2023).

In addition, the Project geotechnical report also states:

> "The potential for subsidence to impact the project should be low. Subsidence generally affects relatively large areas associated with long term groundwater, oil, or gas extraction or decomposition of organic materials. Based on a recent study, "*The likely source for subsidence within the City [of Rancho Cucamonga] would be the result of groundwater extraction. According to the Cucamonga Valley Water District 2020 Urban Water Management Plan, groundwater extraction through 2040 is not projected to exceed historical pumping that has occurred in the past. Since subsidence has not been identified as a historic issue within the community, future instances may only occur if a significant amount of groundwater is extracted beyond historic averages or groundwater basin elevations drop significantly.*" (p. 9, GDC 2023)

Therefore, the new CVWD well on the Project site is not expected to have any demonstrable negative impacts on local or regional groundwater levels or quality and no mitigation is required.

A Water Supply Assessment[7] (WSA) prepared by Dudek in May 2023 estimates the existing water demand for the Project site is 610.4 acre-feet per year (AFY, 1 AF = approximately 326,000 gallons) that is currently utilized for manufacturing, office uses, irrigation and bottled beverage distribution. The Project water demand includes bottling uses, building uses, and irrigation uses. The beverage production and bottling use demand increases through both phases, while the building use and irrigation use demands remain constant. The irrigation use demands were calculated using the CDWR's Model Water Efficient Landscape Ordinance worksheet and assumed that the entire 206,250 square foot landscape area will be low water use plantings requiring drip irrigation Refer to the WSA included in Appendix L.

According to the WSA, the Project water demand for Phase 1 is estimated to be approximately 610 AFY in the first year of operation and increasing to 773.63 AFY by Year 4 of operation after completion of Phase 1. Water use will then increase to 863.82 AFY by Year 7 of operation after completion of Phase 2A which has more square footage. Refer to Table 4.10-3, Water Demand.

**Table 4.10-3**
**Water Demand**

| Phase | Gallons of Water Consumed/Year | | | Acre-Feet/Year[1] |
|---|---|---|---|---|
| | Bottling Use | Building Use | Irrigation Use | |
| Existing Condition[2] | 193,915,467 | 2,280,155 | 2,585,917 | 610.4 |
| Phase 1 (Completion) | 247,222,841 | 2,280,155 | 2,585,917 | 773.63 |
| Phase 2A Completion)[3] | 276,282,860 | 2,280,155 | 2,585,917 | 862.82 |

Source: Table 1, Water Supply Assessment 2023.
[1] 1 AF = approximately 326,000 gallons
[2] Existing plant conducts beverage distribution activities only, no bottling at present.
[3] Option 2A is the worst case estimate for Phase 2 since there would be more building area under reuse of the existing building than new construction

The WSA concluded there is adequate water supply from the new onsite well to serve buildout operation of the proposed Project. CVWD would still continue to supply water to the Project site from its regional supplies which will include treated water from the new onsite groundwater well.

Under the developed conditions, the 15 percent pervious surfaces would provide minimal groundwater infiltration. However, as part of Phase 1 development, the Project will construct a new groundwater service well for the Cucamonga Valley Water District (CVWD) to offset the increased use of groundwater for operation of the proposed Project. The new well will be constructed in the southeast corner of the site adjacent to 6th Street and Utica Avenue with new pipelines installed in 6th Street east to Cleveland Avenue then north to 7th Street where it will connect to the existing CVWD reservoirs at the northeast corner of the intersection.

The California Department of Water Resources (CDWR) has designated the Chino Basin as very low priority with regard to enacting the Sustainable Groundwater Management Act. The Chino Basin was adjudicated in 1978 and is not subject to the requirements of the Sustainable Groundwater Management Act but instead is subject to groundwater pumping allocations under the court adjudication set up to meet water users' water supply and quality needs and to safeguard the environment.

Based on this analysis and the Project's design, including the new groundwater well, the Project is not expected to have significant impacts on hydrology or water quality and no mitigation is required. This conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Drainage**

**Impact HYD-3 – Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (a) result in substantial erosion or siltation on- or off-site; (b) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; (c) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems; (d) provide substantial additional sources of polluted runoff; or (e) Impede or redirect flood flows.**

*Analysis of Impacts*

a) Result in substantial erosion or siltation on- or off-site?

Although the Project would modify on-site drainage, it would not alter the course of an existing stream or river that would result in on- or off-site erosion or siltation. The Project would require preparation of a WQMP which will provide BMPs to address off-site erosion of disturbed soils

during construction. The proposed stormwater system is designed to retain the design capture volume for the Project and convey flows into a subsurface retention system where water would percolate into the soils. With implementation of the stormwater system as designed, no off-site erosion or siltation would occur. Refer to the Preliminary Hydrology Report[8] included in Appendix H. Therefore, erosion or siltation impacts either on- or offsite would be less than significant and no mitigation is required. This conclusion is the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

b) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The Project Hydrology Study[8] indicates…The site is mainly located in Zone X-unshaded per the Federal Emergency Management Administration (FEMA) Flood Insurance Rate Map (FIRM) panel 06071C8629H, dated August 28, 2008. Flood Zone X-unshaded is defined by FEMA as an "area of minimal flood hazard". No portion of the site or surrounding properties are located within a special flood hazard area inundated by the 100-year flood.

Phase 1 Drainage Areas 1 through 3 convey stormwater flows to catch basins and subsurface infiltration systems and ultimately offsite to City storm drains when the design capture volume has been met. Drainage Area 4 at the southwest portion of the Project site and the sidewalk and landscaping fronting the existing office building the adjacent streets will all flow into a water quality surface basin and ultimately drain toward the public right-of-way through the landscape areas. Drainage Area 5 drains landscaping areas adjacent to 6th Street, Utica Avenue and Haven Avenue and stormwater will be self-treated by infiltration. The runoff ultimately discharges to the right-of-way due to the drainage pattern. Phase 2 (Option B) Drainage Area 1 conveys storm water via sheet flow to storm drain inlets and then to a subsurface bioretention basin. Drainage Area 2 is a landscaped area adjacent to Utica Avenue and 7$^{th}$ Street and stormwater will be self-treated by infiltration. Phase 2 (Option A) proposes to use the existing building and parking lot with only minor tenant improvements (see Exhibits 4.10-4A and 4.10-4B).

No offsite stormflows enter the property in either the existing or the Project condition. The Project site is not located within a 100-year mapped flood zone[9, 10] per the FEMA Flood Insurance Rate Map No. 06071C8629H, August 2008, nor is it located in proximity to drainage features that would cause or contribute to flooding conditions. Therefore, the Project would not increase on- or offsite runoff that would result in flooding. Impacts would be less than significant and no mitigation is required.

c) Create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As previously referenced, any post-development off-site flows would not exceed pre-development flow volumes from the Project site. The on-site stormwater system would be designed to retain the capture volumes for the Project. The Project would not exceed the capacity of existing or planned stormwater drainage systems. All runoff from the impervious areas on the site would enter the subsurface detention system where it would percolate into the soil. The Project would not generate substantial additional sources of polluted runoff. The Hydrology Study and WQMP demonstrate the Project as proposed will have less than significant impacts related to the capacity of existing and planned drainage systems and would not contribute additional sources of polluted runoff, and no mitigation is required.

*d) Impede or redirect flood flows?*

The Project will not incorporate features that would impede storm flows or other drainage features such that on- or off-site flooding would occur. Refer to c) above for a discussion of onsite stormwater capture and conveyance.

In summary, the Project will have less than significant impacts in these issues under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Flood Risk**

***Impact HYD-4 – Would the project be subject to flood hazard, tsunami, or seiche zones, and risk release of pollutants due to project inundation?***

*Analysis of Impacts*

The Project site is not located within a 100-year mapped flood zone per the FEMA[9, 10] Flood Insurance Rate Map No. 06071C8629H, August 2008. Thus, no flooding would occur during a 100-year flood event. Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. The City's General Plan (PlanRC) Safety Element[11] Figure 5-5 indicates the Project site is not located in proximity to any open water bodies or reservoirs or in a dam inundation zone.

Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. The Project is located approximately 38 miles inland from the Pacific Ocean and is not subject to tsunami hazards. The Project site is generally flat; thus, the Project would not be subject to a mudflow hazard. Because the site would not be inundated during a flood event, dam failure, seiche or tsunami, no impacts would occur**.** This conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Water Quality/Groundwater Plans**

***Impact HYD-5 – Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

*Analysis of Impacts*

The Santa Ana River Basin Plan[12] is intended to preserve and enhance water quality and protect the beneficial uses of water bodies in the Santa Ana River watershed. This Basin Plan provides water quality standards for water resources in the Santa Ana River and its watershed and includes an implementation plan to maintain these standards. Similarly, the Chino Basin Watermaster Plan provides a similar function to the regional plan but at a more local level. The standards of these Plans serve as the basis for the two basins' regulatory programs. Implementation of the two Basin Plans occurs primarily through issuance of individual WDRs; discharge prohibitions; water quality certifications; programs for salt management, non-point sources, and stormwater; and monitoring and regulatory enforcement actions, as necessary. The WQMP for Project demonstrates how it would comply with both of these plans and so would not cause or contribute to the release of polluted stormwater runoff or generate other discharges that could adversely impact water quality within the Santa Ana River. The WSA and the Well Development Study prepared for the new well by KG for the CVWD conclude that the well will not exacerbate historical basin overdraft and that it is within the District's allocation from the Chino Basin Watermaster. The new supply and projected demand are also accounted for and within the limits of the District's latest Urban Water Management Plan (2020 UWMP). Also refer to the discussion under Impact HYDRO-2.

**Municipal Separate Storm Sewer System (MS4) Permit**

In 2002, the Santa Ana Regional Water Quality Control Board (RWQCB) issued an NPDES Stormwater Permit and WDRs (Order No. R8-2002-0012) under the federal CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside Counties. The City is within the jurisdiction of the Santa Ana RWQCB and is subject to the waste discharge requirements of the MS4 Permit for San Bernardino and Riverside Counties and the proposed permit for San Bernardino County. San Bernardino County and cities within the county are co-permittees under the MS4 permit and have legal authority to enforce the terms of the permit in their jurisdictions. Also refer to the discussion under Impact HYDRO-1

The ultimate goal of the MS4 Permit and the related urban stormwater management program is to protect the beneficial uses of the receiving waters. To implement the requirements of the permit, the county developed guidelines to control and mitigate stormwater quality and quantity impacts to receiving waters as a result of new development and redevelopment. The guidelines require the development of a WQMP that identifies post-construction BMPs to reduce discharges of pollutants into storm water. The Project has developed a WQMP with BMPs to address stormwater discharge. The WQMP for the Project demonstrates how it would comply with the requirements of the MS4 Permit. Therefore, the Project would not release polluted discharge into the stormwater system or into an off-site surface water resource.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact HYD-6 – Would the project cause substantial adverse cumulative impacts with respect to hydrology and water quality?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature although some are adjacent to improved flood control facilities. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*). This local cumulative project is vacant land adjacent to an existing improved flood control channel that drains directly into the Guasti Regional Park just downstream of that site.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding regional water quality standards, the Project's potential cumulative impacts includes both its construction and operation in conjunction with other development projects in the vicinity of the Project site (Impact HYD-1). Project construction and the construction of cumulative development has the potential to contribute to waterborne pollution, including erosion and siltation within the Santa Ana River watershed. Pursuant to the requirements of the State Water Resources Control Board (SWRCB) and the Santa Ana RWQCB, all construction projects that disturb one or more acres of land area are required to obtain coverage for construction activities under the State's General Construction NPDES Permit. Compliance with this regulatory requirement would ensure that development projects would have a less than significant cumulative water quality impact during construction. With regulatory compliance, construction of the Project would not contribute to cumulatively considerable water quality effects during construction.

Regarding groundwater management, the Project and all the related projects would be required to comply with applicable regulations that enforce the Basin Plan, which establishes water quality standards for ground and surface waters of the region (Impact HYD-2). Compliance with these mandatory regulatory requirements, which includes provisions of the City's Stormwater

and Urban Runoff Management and Discharge Control Ordinance would ensure that development projects would have a less than significant cumulative water quality impact during operation. Other related projects would be required to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations and design on-site systems to convey, capture, retain and treat flows prior to release.

The Project site is underlain by the Chino groundwater basin which is adjudicated and managed to comply with the pertinent adjudication orders prevents overdraft conditions, water quality problems and other impacts on groundwater resources in the watershed. The Project is consistent with the City's General Plan land use designation upon which the 2020 CVWD UWMP was based. The Project is constructing a new CVWD well onsite to help improve supply and reliability of the entire CVWD water system consistent with the UWMP (see Impact HYD-2). The Project, in conjunction with cumulative development, would not result in significant impacts to groundwater supplies or groundwater quality; and therefore, would not result in a cumulative impact. Accordingly, the Project would not result in a significant contribution to a cumulatively considerable impact associated with regional groundwater.

Regarding changing drainage patterns, construction of the Project and the other related projects are required to comply with federal, State, and local regulations and applicable regional and local master drainage plans to mitigate flood hazards both on- and off-site (Impact HYD-3). Compliance with federal, state, and local regulations and applicable drainage plans requires development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and would not allow development projects to expose downstream properties to increased flooding.

As outlined in Impact HYD-4, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact associated with seiche events, tsunami or inundation associated with a dam failure due to its location relative to the Pacific Ocean and regional water retention facilities. The Project would have less than significant cumulative impacts in this regard under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

Regarding regional water quality plans, the Project and all the related projects would be required to comply with applicable regulations that enforce the Basin Plan, which establishes water quality standards for ground and surface waters of the region (Impact HYD-1). In addition, the Santa Ana Regional Water Quality Control Board (RWQCB) issued an NPDES Stormwater Permit and WDRs (Order No. R8-2002-0012) under the federal CWA and the Porter-Cologne Act for discharges of stormwater runoff, snowmelt runoff, surface runoff, and drainage within the Upper Santa Ana River watershed in San Bernardino and Riverside Counties. All of the cumulative projects identified for the Project are within the Santa Ana River Basin and subject to the Basin Plan as well as the NPDES/WDRs water quality order. Compliance with these mandatory regulatory requirements includes the City's Stormwater and Urban Runoff Management and Discharge Control Ordinance. In addition, the other jurisdictions represented by the regional cumulative projects (cities of Jurupa Valley, Fontana, and San Bernardino County) have similar water quality management requirements for new development. Compliance with these regulatory programs will help ensure that development projects would have less than significant cumulative water quality impacts during construction or operation.

Regarding regional groundwater plans, the primary source of the Project's water supply is groundwater from the Upper Santa Ana Valley Basin – Chino Sub-basin which is an adjudicated basin with an order to be managed by a Watermaster since 1978. The Chino Basin was reportedly adjudicated to mitigate declining water levels that were observed as early as the

1930s. The current development and activities on the site utilize water from the Cucamonga Valley Water District (CVWD)(Impact HYD-2). The CVWD maintains an Urban Water Management Plan (UWMP) to demonstrate how the District will provide water to its customers over the coming 20 years including during drought conditions.

Compliance with these various regulatory programs will assure the Project and other cumulative development will not conflict with or obstruct implementation of the applicable water quality control plan and sustainable groundwater management plan. The Project would therefore not make a substantial contribution to regional cumulative impacts related to regional water quality or groundwater management.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.10.5 - REFERENCES


1. Rancho Cucamonga 2021a. City of Rancho Cucamonga, *PlanRC General Plan, Volume. 2, Chapter 1: Land Use & Community Character.* https://www.calameo.com/read/004790989e9f72034a64f [Accessed October 2023].
2. Rancho Cucamonga 2021b. City of Rancho Cucamonga*, PlanRC General Plan, Volume. 3, Chapter 1: Resource Conservation.* https://www.calameo.com/read/004790989e9f72034a64f [Accessed October 2023]
3. Rancho Cucamonga 2021c. City of Rancho Cucamonga, *Municipal Code, Chapter 19.20.* https://library.qcode.us/lib/rancho_cucamonga_ca/pub/municipal_code/item/title_19-chapter_19_20 [Accessed October 2023]
4. California, State of 2018. Governor's Office of Planning and Research. CEQA Guidelines. https://opr.ca.gov/ceqa/ [Accessed October 2023]
5. Kimley-Horn 2023a. *Water Quality Management Plan, Phases 1 and 2*. May 2023 (Appendix I).
6. Department of Water Resources (DWR). *Chino Basin, DWR Basin No. 8-002.01; Figure 3, Hydrologic Areas, Groundwater Basins, and Water Districts*.
7. Kimley-Horn 2023c. *Water Supply Assessment*. August 2023 (Appendix L).
8. Kimley-Horn 2023b. *Preliminary Hydrology Report, Phases 1 and 2*. May 2023 (Appendix H).
9. FEMA 2023. FEMA's National Flood Hazard Layer Viewer. Federal Emergency Management Agency. https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. [Accessed August 2023].

10. FEMA 2023. Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps, Online Viewer. https://msc.fema.gov/portal/search?AddressQuery=rancho%20cucamonga [Website accessed [Accessed October 2023]]

11. Rancho Cucamonga 2021d. City of Rancho Cucamonga, *PlanRC General Plan, Volume. 3, Chapter 2: Safety, Figure 5-5.* [Accessed October 2023]

12. State Water Resources Control Board. *Water Quality Control Plan for the Santa Ana River Basin*. February 2016.

13. Kear Groundwater. *New Well Preliminary Report and Design Evaluation*. Cucamonga Valley Water District. April 28, 2023 (Appendix L).

14. Chino Basin Watermaster. *2022 State of the Basin Report, Chino Groundwater Basin*. West Yost for the Chino Basin Watermaster. June 2023 (Appendix L).

15. U.S. Environmental Protection Agency (USEPA). *Summary of Clean Water Act (CWA)*. 33 U S C Section 1251 et seq. 1972. EPA website accessed May 2024. https://www.epa.gov/laws-regulations/summary-clean-water-act

16. Amanda Coker, CVWD staff, email dated January 29, 2024.

17. Group Delta Consultants (GDC 2023). Report of Geotechnical Investigation. 2023.

## 4.10.6 - ACRONYMS

| | |
|---|---|
| BAT | Best Available Technology |
| BCT | Best Conventional Pollution Control Technology |
| BOD | Biochemical Oxygen Demand |
| CEQA | California Environmental Quality Act |
| COD | Chemical Oxygen Demand |
| CVWD | Cucamonga Valley Water District |
| CWA | Clean Water Act |
| DO | Dissolved Oxygen |
| EPA | Environmental Protection Agency |
| HCOC | Hydraulic Conditions of Concern |
| MS4 | Municipal Storm Sewer Systems |
| NPDES | National Pollution Discharge Elimination System |
| SWRCB | State Water Resources Control Board |
| SWPPP | Stormwater Pollution Prevention Plan |
| TMDL | Total Maximum Daily Load |
| TOC | Total Organic Carbon |

# 4.11 – Land Use and Planning

This EIR section addresses land use and planning impacts associated with the proposed Project including whether the Project will physically divide an established community or if it will cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. It should be noted that for the purpose of determining significant impacts under CEQA, projects must be generally consistent with the policies as a whole. It should also be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

## 4.11.1 – ENVIRONMENTAL SETTING

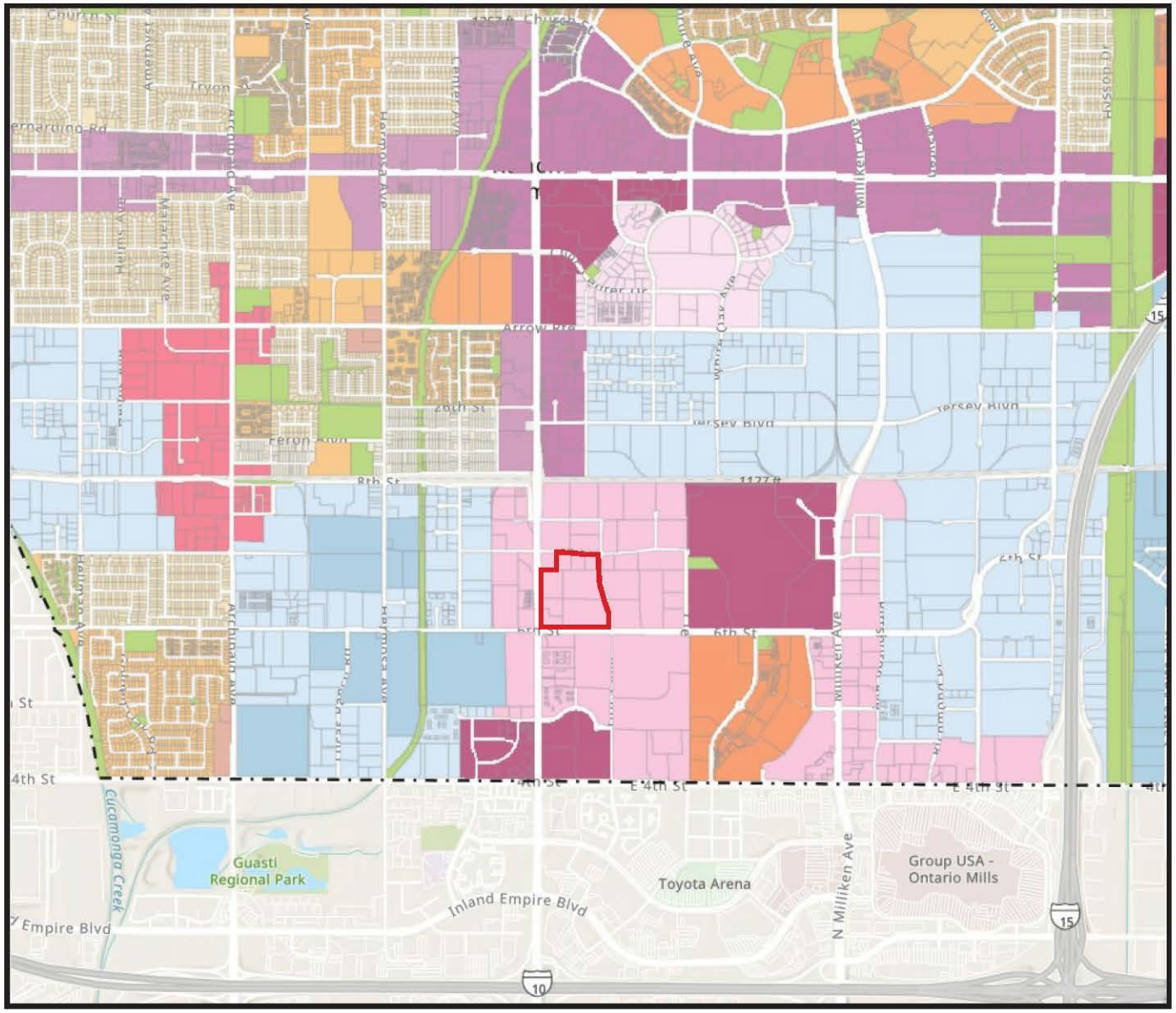
### Existing Land Uses

The Project proposes development/redevelopment of an approximately 30.1-acre site to expand the operation of an existing beverage distribution facility to allow for new production and bottling and expanded warehousing and distribution of beverage products. The Project site is currently partially developed with a distribution warehouse and offices totaling 208,575 square feet. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. The Project will not require a general plan amendment or a change of zone. At present, the Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include light industrial, warehousing, commercial, vacant land, medical offices, hospitality uses, and professional offices. These are shown in Exhibit 4.11-1, *Existing General Plan Designations*, and Exhibit 4.11-2, *Existing Zoning Classifications*.

### Proposed Land Uses

The Project proposes 1,054,541 square feet of buildings with Phase 2A (reuse the existing building) or 1,032,416 square feet of buildings with Phase 2B (new building). Table 4.11-1, *Proposed Project Land Uses by Type and Phase*, shows the various developed land uses within each phase by three main land use categories – low rise office, light industrial, and warehousing. The difference between the two phases is under Phase 2A the Project would have 22,125 more total square footage by reusing an existing building. For more detailed information on the Project characteristics, see Section 3, *Project Description*.

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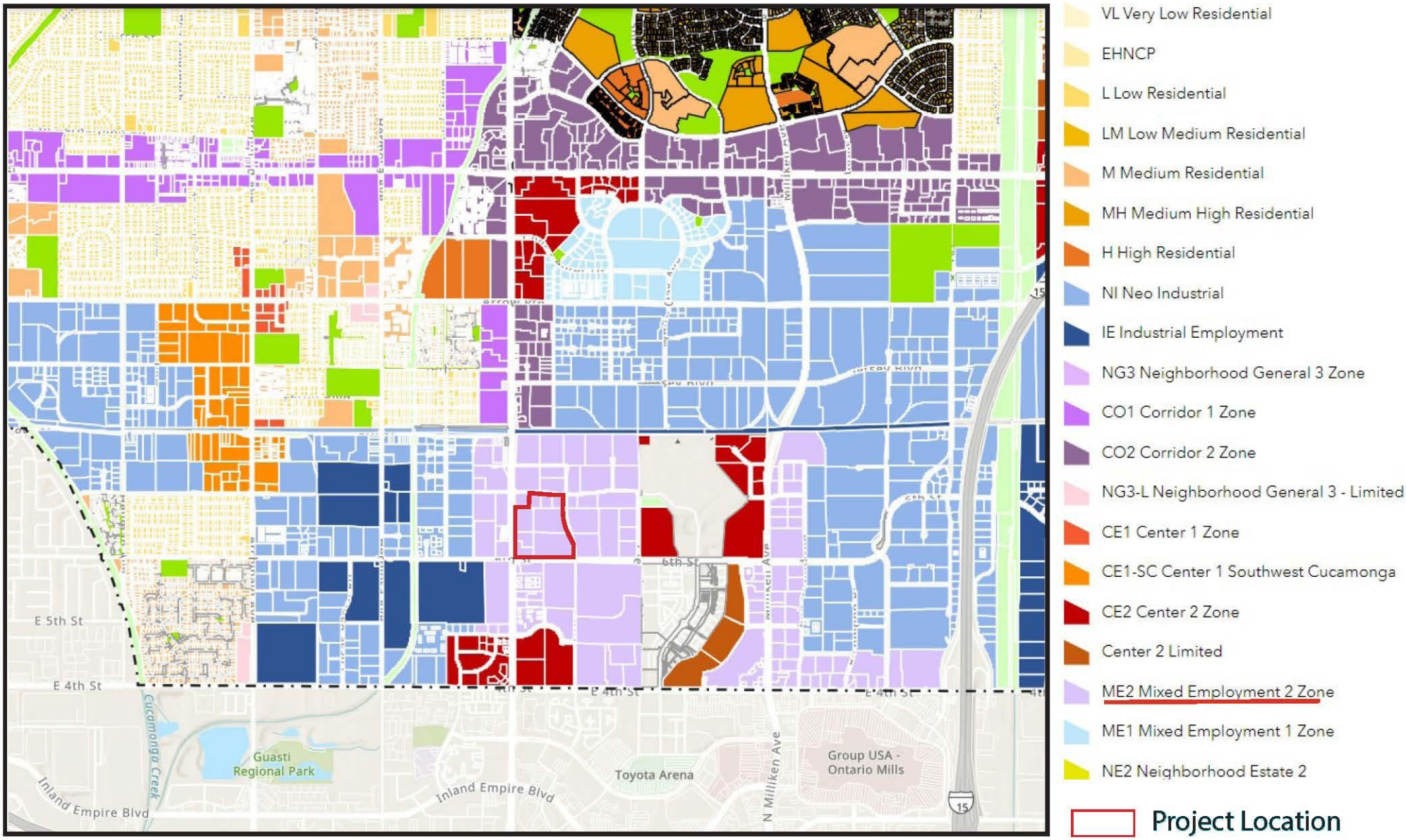

- OS Rural Open Space
- OS Rural Open Space Preserve
- OS General Open Space and Facilities
- C Neighborhood Center
- C Traditional Town Center
- C City Center
- D Office Employment District
- D 21st Century Employment District
- D Neo-Industrial Employment District
- D Industrial Employment District
- MU Neighborhood Corridor Low
- MU Neighborhood Corridor
- MU City Corridor Moderate
- MU City Corridor High
- N Semi-rural Neighborhood
- N Traditional Neighborhood Low
- N Traditional Neighborhood Moderate
- N Traditional Neighborhood High
- N Suburban Neighborhood Very Low
- N Suburban Neighborhood Low
- N Suburban Neighborhood Moderate
- N Urban Neighborhood

**Project Location**



# Exhibit 4.11-1 Existing General Plan Designations

El Camino Project
Rancho Cucamonga, California






# Exhibit 4.11-2 Existing Zoning Classifications

El Camino Project
Rancho Cucamonga, California

**Table 4.11-1**
**Proposed Project Land Uses by Type and Phase**

| Phase/Land Use | Existing to Demolition | Existing To Remain | New Building | TOTAL[1] (net new) |
|---|---|---|---|---|
| **Phase 1** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 61,083 | 32,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 52,470[3] | 52,470 |
| Warehousing | 110,100 | 0 | 539,885[4] | 539,885 |
| **Total** | **175,685** | **32,890** | **959,441** | **992,331** |
| **Phase 2A - reuse** | | | | |
| Low Rise Office | 0 | 0 | 0 | 0 |
| Light Industrial | 0 | 62,210[5] | 0 | 62,210 |
| Warehousing | 0 | 0 | 0 | 0 |
| **Total** | **0** | **62,210** | **0** | **62,210** |
| **Phase 2B – new building** | | | | |
| Low Rise Office | 8,000 | 0 | 0 | 0 |
| Light Industrial | 0 | 0 | 40,085[5] | 40,085 |
| Warehousing | 54,210 | 0 | 0 | 0 |
| **Total** | **62,210** | **0** | **40,085** | **40,085** |
| **TOTAL (with Phase 2A)** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 61,083 | 40,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 40,085[3] | 114,680 |
| Warehousing | 110,100 | 54,210 | 539,885[4] | 539,885 |
| **Total** | **175,685** | **95,100** | **959,441** | **1,054,541** |
| **TOTAL (with Phase 2B)** | | | | |
| Truck Deck/Parking Structure | 0 | 0 | 335,475 | 335,475 |
| Low Rise Office | 69,083 | 32,890 | 31,611[2] | 64,501 |
| Light Industrial | 4,502 | 0 | 52,470[3] | 2,470 |
| Warehousing | 164,310 | 0 | 539,885[4] | 539,885 |
| **Total** | **237,895** | **32,890** | **999,526** | **1,032,416** |

[1] Includes "New Building" and "To Remain" but NOT Demolition

[2] Distribution Center/Production Center (DC/PC) Administration

[3] Automated Storage and Retrieval System (ASRS) Facility and existing office building (retained)

[4] Distribution Center/Production Center (DC/PC) Warehouses (DC = 188,284 SF + PC = 351,601 SF)

[5] Phase 2A would reuse the existing building for additional fleet shop, product recycling, customer services, and facility maintenance teams. Phase 2B would construct a new smaller building that would house the same proposed uses

## 4.11.2 – REGULATORY FRAMEWORK

### Regional

Southern California Association of Governments (SCAG) Regional Plans and Policies[1]

The Southern California Association of Governments (SCAG) is responsible for regional planning in the southern California area. SCAG provides a framework to coordinate local and regional decisions regarding future growth and development and prepares future growth forecasts for the region. As the designated Metropolitan Planning Organization (MPO) for the area, SCAG is mandated by the federal government to research and develop plans for transportation, growth management, etc. on the regional growth projections. SCAG is responsible for the production of a Regional Comprehensive Plan and Guide, a Regional Transportation Plan/Sustainable Communities Strategy, Regional Transportation Improvement Plan, and Growth Vision Report. On September 3, 2020, SCAG's Regional Council adopted the 2020-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024 RTP/SCS) now called "Connect SoCal". The Plan is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. In April 2024, the SCAG Regional Council approved the 2024 RTP/SCS; however, for the purposes of this consistency analysis, the 2020 RTP/SCS growth projections were used instead of the 2024 growth projections because the 2022 AQMP utilized the 2020 RTP/SCS growth projections.

As SCAG is the largest MPO in the United States, it has sub-regional councils of government to provide for the subregions' land use and transportation planning at a more local level. Rancho Cucamonga is located within SCAG sub-regional council 9 which includes the cities of Fontana, Rialto, San Bernardino, Highland, Grand Terrace, Loma Linda, Redlands, Yucaipa, Ontario, Chino, and Chio Hills[5].

### Local

PlanRC, City of Rancho Cucamonga General Plan Update[2]

PlanRC, the City's most recent General Plan Update, adopted in December 2021, is the comprehensive planning document governing development within the Project area, and contains goals, policies, and actions describing the community's vision for economic viability, livable neighborhoods, and environmental protection. PlanRC establishes policies for the orderly growth and development of the City. Among other purposes, PlanRC identifies policies necessary to protect and enhance those features and services which contribute to the quality of life of the community in which it serves.

The Project site is located on land designated as 21st Century Employment District in PlanRC[1]. The analysis in Section 4.11.4, Impact LAND-2, compares the proposed Project to the applicable General Plan goals and policies for the 21st Century Employment District[1].

Rancho Cucamonga Development Code[3]

Title 17 of the Rancho Cucamonga Municipal Code is the Rancho Cucamonga Development Code (RCDC) which is an effort intended to protect and promote the public health, safety, morals, comfort, convenience, and general welfare of the City. The RCDC identifies the permitted land uses on all parcels in the City through assigned land use designations and associated land use regulations and development standards. As such, the RCDC only allows for development that is consistent with the General Plan Land Use Map and the programs and standards of the General Plan's Land Use Chapter.

The purpose of the RCDC[3] is to:

- Implement the goals and objectives of the general plan and to guide and manage the future growth of the City in accordance with such plan;
- Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the City to assure its orderly and beneficial development;
- Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements; and
- Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

## 4.11.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project may have a significant impact related to land use and planning if it would:

a) Physically divide an established community; or

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The following sections evaluate the proposed Project to the various local and regional plans related to land use and planning practices (e.g., PlanRC, zoning, SCAG regional plans, etc.). It should be noted that for the purpose of determining significant impacts under CEQA, projects are not required to comply with all applicable policies but rather be generally consistent with the applicable policies as a whole. The following section also evaluates if the Project would divide an otherwise cohesive or established neighborhood if it is constructed as proposed.

## 4.11.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to land use policies, plans or regulations, which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

### Divide Established Communities

***Impact LAND-1 – Would the project physically divide an established community?***

*Analysis of Impacts*

According to Volume 2 Chapter 1 of PlanRC (*Land Use & Community Character*), the City's General Plan[2], the Project site is located in the "Central South" Community Planning Area of the City. The Project site occupies 30.1 acres at the northeast corner of Haven Avenue and 6th Street. In this area Haven Avenue is a major arterial with largely commercial uses along its west side and industrial/office uses along its east side.

There are several multi-family developments/neighborhoods in the surrounding area to the east (0.60 mile), to the south (0.54 mile), to the southeast (0.30 mile), and northwest (0.36 mile) but none are adjacent to the site. The southern portion of the Phase 1 site and all of the Phase 2 site are currently developed so no local access is allowed through these areas. These

residential uses are separated from the Project site by various commercial and light industrial uses (see Exhibit 3-4, Surrounding Land Uses).

The vacant portion of the site (northern half of the Phase 1 site) may allow some pedestrians crossing or traveling along the east side of Haven Avenue to more easily travel to the east or northeast (although this would be considered trespassing). However, all of the streets surrounding the Project site already have sidewalks which provide all-weather and relatively direct access around the Project site. In addition, the Project area supports mainly non-residential uses so contains more employees than residents.

The residents of the multi-family homes in the surrounding area have ready access within their neighborhoods and from their neighborhoods to nearby commercial or office uses via sidewalks on the main streets. Therefore, development of the proposed Project would not physically divide any established communities. There would be no impact and no mitigation required.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Conflict With Existing Plans, Policies or Regulations**

***Impact LAND-2 – Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulations adopted for the purpose of avoiding or mitigating an environmental effect?***

*Analysis of Impacts*

This section will evaluate the Project's consistency with various land use and environmental plans at the local level (i.e., City General Plan and Development Code) and at the regional level (i.e., Air Quality Management Plan and Regional Transportation Plan/Sustainable Communities Strategy).

According to Volume 2 Chapter 1 of PlanRC (*Land Use & Community Character*) the Project site is located in the "Central South" Community Planning Area of the City. The site and surrounding area are located in the 21st Century Employment District with Haven Avenue as its western boundary. Table 4.11-2, *21st Century Employment District Consistency*, evaluates the Project's consistency with the PlanRC requirements of the 21st Century Employment District. As shown in Table 4.11-2, the Project as proposed is consistent with the General Plan's requirements for the site. The site is also zoned within the Mixed Employment 2 Zone (ME2) as shown on the City's latest interactive zoning map[4].

**Table 4.11-2**
**21st Century Employment District (21CED) Consistency**

| PlanRC Requirements | Project Consistency |
|---|---|
| **21CED Requirements (Volume 2)** | |
| Purpose & Intent of the District. To provide for professional office and innovative businesses in a multifunctional environment that has an array of amenities and services, is close to housing, and is conveniently accessible by all modes of transportation. | **Consistent.** The project has enhanced architecture and an upscale appearance. The project is multifunctional in that it provides for manufacturing (including bottling), warehousing, and office uses as related uses rather than several buildings with unrelated uses. The project is located next to Haven Ave. which is a designated transit corridor. |
| Land Use & Development Intensity. Uses within this District are to comprise a mix of business and professional office with supporting services, retail, and multifamily residential. Uses may be in freestanding or mixed-use buildings and projects. Adaptive reuse, infill and redevelopment with a mix of uses is encouraged. Existing industrial uses may remain and expansions with clean industrial uses are allowed. However, any new industrial uses shall be in the Neo-Industrial or Industrial Employment Districts, as appropriate. | **Consistent.** Adaptive reuse of buildings to accommodate these new uses is provided for part of the project. The project is not near any residences – the closest are 2,500 feet to the east and 2.800 feet to the south. The project provides a mix of manufacturing, office and warehouse uses. The proposed use is a clean beverage manufacturing use and is located in the Industrial Employment District. New building in the northern portion of the Phase 1 site would also be infill development. |
| Non-Residential Intensity: 0.4 - 1.0 FAR | **Consistent.** The project has a maximum FAR of 0.91 with Phase 2A and a slightly lower FAR with Phase 2B. |
| Residential Density<br>(24-42 dwelling units/acre) | **Not Applicable.** Project has only non-residential uses. |
| Target Mixed Use Ratio<br>(30% Residential/70% Non-Residential) | **Not Applicable.** Project has only non-residential uses |
| Built Form & Character. Districts are urban in character. Buildings are set near or at the sidewalk and oriented toward the primary street(s) to provide spatial definition of the public realm and ground floor activity. Buildings are up to five stories in height and have tall ground floors with high transparency. Parking structures are consistent in architectural design with adjacent buildings and have landscaping and/or screens at all levels to veil views of parked cars from public rights-of-way. Streetscapes provide safe and comfortable environments for bicyclists and pedestrians with continuous sidewalks, shade trees and native landscaping. | **Generally Consistent.** project has fewer but larger buildings than envisioned for 21CED and offers multiple functions rather than unrelated multiple office or mixed-use commercial buildings. However, buildings will not exceed five stories in height. Project has a parking structure and truck deck/loading area but parking and interior buildings will be shielded from views along Haven Ave. Buildings will have upscale architecture and articulation and enhanced landscaping. The project does not provide the kind of transparency envisioned for commercial or mixed use buildings but is more consistent with integrated beverage manufacturing processes in multiple buildings. The project will have perimeter sidewalks and street landscaping. |
| Access & Connectivity. Streets and pathways provide safe, comfortable, and convenient connections throughout the District and to adjacent destinations, particularly the Cucamonga Station. Parking is located behind or between buildings in surface lots that are well shaded, well lighted and secure with clear and convenient access to | **Consistent.** The project is not proximate to the Cucamonga Station. The project will have perimeter sidewalks as well as interior walkways with landscaping, lighting, and shade. Parking will be in a 5-story structure but will be screened from views along Haven Ave. by the west facades of the two main buildings. The parking |

| PlanRC Requirements | Project Consistency |
|---|---|
| buildings. Street parking is provided along primary streets wherever possible. Loading areas are located to the rear of buildings. | structure will, however, be visible from 6th Street. |
| Parks & Open Space Open spaces are in the form of plazas, greens, parks, and other publicly accessible open spaces in varying sizes. Open spaces are well-defined by building fronts and well-landscaped with trees, plants, and park furniture. | **Consistent.** The interior of the project will have pedestrian paths, seating areas, and landscaping to soften interior views for the benefit of employees and visitors but not the general public (for security reasons). Frontages along Haven Ave. and 6th Street will have enhanced landscaping and sidewalks for public use. The project is a single manufacturing use so will not have interior spaces open to the public. |
| **Built Environment - Goals and Policies (PlanRC Volume 2)** | |
| GOAL LC-7 ROBUST DISTRICTS. A series of unique, employment-oriented environments for a range of business activities, shopping and entertainment, arts and culture activities, and community events and gathering. | **Not Applicable.** The project does not have a robust district but instead will have a single use beverage manufacturing facility but no commercial or public-oriented activities. |
| LC-7.1 Gateway & Employment Hub. Establish the Central South Community Planning Area as the City's main "gateway from the I-10 Freeway" and an employment hub of regional significance. Haven Avenue and 4th Street, in particular, is a significant gateway location that is envisioned as a higher intensity urban environment with iconic architecture and a mix of uses that can include luxury or full-service hotel, high rise office building, fine dining restaurant, and/or a public recreation amenity in addition to higher density residential uses. | **Consistent.** The project will have upscale architecture design and accents as well as enhanced landscaping, including along Haven Ave., the southern entry into the Central South Community Planning Area. |
| LC-7.2 Unify and Connect Development. Require that new development in the 21st Century Employment District land use designation unify and connect development along the Haven Avenue Corridor. | **Consistent.** The project will have perimeter sidewalks that will allow connections with uses to the east as well as pedestrian crossings of Haven Avenue at 6th Street and 7th Street. North-south connections are available via Utica Ave. |
| LC-7.4 Compatibility. Discourage large industrial projects within 1,000 feet of existing and planned residential development. | **Consistent.** The nearest residential uses to this manufacturing project site are to the east (0.60 mile or 3,200 feet), to the south (0.54 mile or 2,850 feet), to the southeast (0.30 mile or 1,580 feet), and to the northwest (0.36 mile or 1,900 feet). |
| LC-7.5 Adaptive Industrial Reuse. Encourage adaptive reuse with residential and live/work units, and local serving commercial, in existing industrial structures, particularly in the Central South Community Planning Area. | **Not Applicable.** This project is a reconstruction and expansion of a drink bottling plant introducing a large, single function facility/use onto this site. Phase 1 conserves an existing office building while Phase 2A reuses a light industrial building. It will have no residential or commercial components. |
| LC-7.6 Loading Docks. Require that parking lots, loading docks, outdoor storage, and processing, be located behind or beside buildings, not in front, and be screened from public views. | **Consistent.** The loading docks and operational activities will all be screened from public views along Haven Ave. by the two large project buildings. |

Source: City of Rancho Cucamonga General Plan (PlanRC), 2020.

In addition, the Project proposes a site plan and Master Plan that are consistent with the existing General Plan land use designation and the existing zoning classification. The site also has the same General Plan designation as the surrounding properties. However, the Project includes a request for a Master Plan pursuant to Section 17.112.010 of the City's Development Code (RCDC)[3] to permit deviations from City Code Section 17.138.020, which requires projects with the Mixed Employment 2 (ME2) zoning designation to comply with specific design criteria including block size, circulation and building types. The Project and production/manufacturing use (Manufacturing, Light) would require a Master Plan and Conditional Use Permit (CUP), per the City's existing development standards. The proposed Master Plan identifies a number of exceptions from the requirements of the City's RCDC. Table 4.11-3, *Master Plan Consistency Analysis*, evaluates these exceptions to determine if they represent any significant impacts to land use and planning. As shown in Table 4.11-3, the Project is generally consistent with the development goals of the General Plan and requirements of the RCDC.

**Table 4.11-3**
**Master Plan Consistency Analysis**

| RCDC Provision | RCDC (zoning) Standard | Project Master Plan | GP & RCDC Consistency |
|---|---|---|---|
| **Building Typology** (RCDC 17.138.020 E 2 and Table 17.130.060-1 FAR) | Sites greater than six acres shall provide a minimum of three building types: Main Street, Rowhouse, Courtyard Building, Multiplex, and Mid-Rise Building. | Two building types including Mid-Rise and High-Rise Buildings. | **Consistent:** GP and RCDC intent is to provide a variety or mix of uses and building types. This specialized manufacturing facility requires focusing on two rather than three building types including allowance for three towers and taller buildings due to the project proposing light industrial and office uses rather than commercial or mixed uses. |
| **Building Facades** (RCDC Table 17.132.030-1) | Mixed Employment Zones shall provide building entrances and facades that include: Shopfronts/Arcade and recessed variations, and Forecourt designs. | Architectural enhancements that reflect the Code required architectural building facades/characteristics/design elements while maintaining the function for the operational needs of the facility. | **Consistent:** GP and RCDC want enhanced architecture with mixed uses. This project requires more focused manufacturing buildings but still provide enhanced architecture but no storefronts (no commercial frontage or uses) |
| **Building Articulation** (RCDC 17.120.030) | When a building façade exceeds 400 feet in length along a right of way the building must include the following:<br>• A vertical break a minimum of 60 ft wide | Within the Master Plan, a building façade would be permitted to exceed 400 feet in length without providing additional articulation, vertical breaks, or amenities. | **Consistent:** The articulation typically helps separate uses and enhance visual appeal and to prevent large buildings from looking "boxy". This |

| RCDC Provision | RCDC (zoning) Standard | Project Master Plan | GP & RCDC Consistency |
|---|---|---|---|
| | and 40 ft deep.<br>• Remain accessible and open to the public<br>• Be improved with pedestrian amenities | | project has one specialized use so extensive articulation is not needed as long as the building has the intended visual appeal to prevent a boxy appearance. |
| **Build to Line and Frontage Area** (RCDC 17.154.128 and 17.154.020) | 75% of a primary frontage width and 30% of a secondary frontage width shall be within a minimum of 15 feet and a maximum of 5 feet setback from the property line. | Along Primary Frontage (Haven Avenue)- Minimum 33'-0" and maximum 40'0"<br>Along Secondary Frontage (6th Street and Utica Avenue)- Minimum 15'-0" and maximum 70'-0" | **Consistent:** GP and RCDC generally require larger setbacks for larger buildings. This project has fewer but larger buildings along frontages than envisioned in RCDC so this project provides greater setbacks along the frontages. |
| **Block Size/Building Configurations – High Rise** (RCMC 17.138.030, Site and Block Configurations, and RCMC 17.130.060 Building Type Standards) | Maximum:<br>• A. Width: Min. 150 ft Max 400ft.<br>• B. Depth: Min. 150 ft, Max 400ft.<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 10 ft.<br>• Building Height: No maximum. | Proposed:<br>• Width: Min. No Maximum.<br>• Depth: No Maximum.<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 5ft.<br>• Building Height: No maximum. | **Consistent:** GP generally requires greater setbacks for larger buildings. RCDC envisions this zone to have smaller, more numerous buildings. This specialized facility will be more of a "campus" design but with fewer, larger buildings so its emphasis is greater setbacks with enhanced architecture to prevent the buildings from appearing "boxy". |
| **Block Size/Building Configuration- Mid Rise**<br><br>(RCMC 17.138.030, Site and Block Configurations, and RCMC 17.130.060 Building Type Standards) | Maximum:<br>• Width: Min. 150 ft Max 400 ft.<br>• Depth: Min. 150 ft, Max 400 ft.<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 10 ft.<br>• Building Height: to eave/top of parapet Max. 80 ft.<br>a. Overall Max. 92 ft. | Proposed:<br>• Width: Min. No Max<br>• Depth: No Maximum<br>• Interior Side Yard Setback: None<br>• Rear Yard Setback: 5ft.<br>• Building Height: to eave/top of parapet Max. 130ft. | **Consistent:** Setbacks in RCDC based on multiple individual buildings with separate uses. This project has fewer, larger buildings with a single purpose. Therefore, setbacks between buildings for aesthetics and to separate different uses/owners are not needed. |
| **Site and Block** | Blocks Sizes within the | Maximum block length of | **Consistent:** block and |

| RCDC Provision | RCDC (zoning) Standard | Project Master Plan | GP & RCDC Consistency |
|---|---|---|---|
| **Configurations** (RCDC Table 17.138/030-1) | ME2 zone may not exceed 500 feet by 2000 feet unless a paseo is included that cuts through the entire block. | 1,000 ft. without a complete paseo, street or through connection that splits the site/block. | site requirements based on smaller, unrelated uses. This project has a unified purpose but proposes larger buildings. Paseos not needed to separate multiple uses/users. |
| **Slip Lane/Street Frontage** (RCDC 17.138.030 B 2) | Where project sites or development sites exceed 500 feet along any right-of-way, a frontage road is required. The requirements for a frontage road is at the discretion of the director of Engineering Services. | No slip lane or frontage road would be required when the project site exceeds 500 feet along any right of way. | **Consistent:** GP and RCDC indicate a slip lane or frontage road is needed to allow better access and help separate uses along the frontage. This project has fewer, larger buildings and a single purpose which do not require as much separate access or separation of uses. However, the current site plan includes a slip lane for separated access. |
| **Parking Standards – Manufacturing, Light- Large** (RCDC Table 17/136/020-1) | Parking is required for warehouse, office and manufacturing per table 17.64.050-1 in the Development Code. Therefore, the project would be required to provide approximately 806 parking stalls. Additionally, the project would be subject to the TDM program and would be required to provide bike parking and locker facilities. | A maximum number of 522 parking spaces needed based on proposed uses and building sizes. The project would be subject to the TDM program and would be required to provide bike parking and locker facilities. | **Generally Consistent:** GP and RCDC desire to provide sufficient parking for planned uses, especially when there are different uses/users. This project has a single owner and unified purpose so would require less parking than different or separated uses or more commercial uses would need. Request for reduced parking supported by project-specific parking study. |
| **Bicycle Parking** (RCDC 17.64.110) | 25 short term bicycle parking spaces and 25 long term bicycle parking spaces would be required for the project based on the 5% of the required parking | 44 Bicycle parking spaces would be provided within the parking structure. No lockers would be provided. The project would not differentiate between short- and long-term bicycle parking options. | **Generally Consistent:** This project will provide sufficient bicycle parking based on the number of employees anticipated for this specialized single purpose use rather than having multiple unrelated uses on |

| RCDC Provision | RCDC (zoning) Standard | Project Master Plan | GP & RCDC Consistency |
|---|---|---|---|
| | | | adjacent parcels. |

ft = feet Max. = maximum GP = General Plan RCDC = City Development Code

**Air Quality Management Plan (AQMP).** The Project Air Quality Study (Appendix C) and Section 4.3 in this EIR indicated that the Project's air quality impacts exceeded the daily Nitrogen Oxides (Nox) regional threshold established by the SCAQMD and therefore obstructs implementation of the 2022 Air Quality Management Plan (AQMP). However the Project is consistent with the growth assumptions of the current General Plan (PlanRC) which in turn were used to develop the growth assumptions for the 2022 AQMP. In addition, Table 4.11-3 demonstrates that the Project is consistent with the City's General Plan goals and policies and zoning which is one of the major assumptions on which the AQMP is based per the SCAQMD's website and introduction to the 2022 AQMP. Therefore, the Project has less than significant land use impacts relative to the AQMP although its air quality impacts are still significant relative to regional air quality thresholds due to the Project's size and proposed uses.

**SCAG Plans.** In April 2024, the SCAG Regional Council approved the 2024 RTP/SCS[2]; however, for the purposes of this consistency analysis, the 2020 RTP/SCS growth projections were used because the 2022 AQMP also utilized the 2020 RTP/SCS growth projections. Regarding regional plans and policies, the 2024 "Connect SoCal Plan" will be used. The core vision of the Connect SoCal Plan is to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020 and 2024). Table 4.11-4 provides a consistency analysis of the goals from the 2024 Connect SoCal Plan that are relevant to the proposed project. As demonstrated in Table 4.11-4, the proposed project is consistent with applicable goals in the Connect SoCal Plan, although a number of the goals are not applicable due to the type of project. Overall, this project adds employment to an historically housing rich area and so is generally consistent with SCAG's regional land use goals.

**Table 0.11-4**
**Consistency with SCAG 2024 Connect SoCal Goals**

| Connect SoCal Plan Goals | Consistency Analysis |
|---|---|
| **Goal 1:** Encourage regional economic prosperity and global competitiveness. | **Consistent.** The Southern California region, and the Inland Empire in particular, provides warehousing that supports the Ports of Los Angeles and Long Beach. The project will provide over 1 million square feet of new manufacturing, warehousing, and office space. The project will support economic growth through the expansion of the existing warehouse and office use and the addition of beverage manufacturing and bottling functions. The project would increase economic prosperity by facilitating goods movement, providing additional temporary and permanent jobs, providing in-demand consumer goods, and increasing the city's tax base. |
| **Goal 2:** Improve mobility, accessibility, reliability, and travel safety for people and goods. | **Consistent.** The project provides perimeter connections to surrounding pedestrian networks, bicycle lanes, bus transit routes, and commuter rail services. |
| **Goal 3:** Enhance the preservation, security, and | **Not Applicable.** Project is non-residential in nature |

| Connect SoCal Plan Goals | Consistency Analysis |
|---|---|
| resilience of the regional transportation system. | and is not a transportation project. |
| **Goal 4:** Increase person and goods throughput and travel choices within the transportation system. | **Consistent.** The project will increase employment and has excellent access to a variety of transportation modes. |
| **Goal 5:** Reduce greenhouse gas emissions and improve air quality. | **Generally Consistent.** Due to its size and nature, Sections 4.3 and 4.8 document that the project will exceed regional air pollutant and GHG emissions thresholds established by SCAQMD. However, the Project includes a number of design features, mitigation measures, and regulatory compliance actions that will help reduce GHG emissions consistent with the intent of this goal. |
| **Goal 6:** Support healthy and equitable communities. | **Not Applicable.** The project is non-residential in nature while SCAG's healthy and equitable community goals are focused on residential land uses. In addition, the project will produce carbonated beverages including "health drinks" which will help promote public health. |
| **Goal 7:** Adapt to a changing climate and support an integrated regional development pattern and transportation network. | **Generally Consistent.** The project is consistent with the General Plan land use and zoning requirements for this site per the most recent General Plan Update in 2021. The analysis in this table demonstrates the project is largely consistent with the applicable SCAG regional growth management goals although it does exceed the SCAQMD regional NOx and GHG thresholds due to its size and land uses. |
| **Goal 8:** Leverage new transportation technologies and data-driven solutions that result in more efficient travel. | **Not Applicable.** project is a warehouse and would not directly influence the technologies used in transportation systems. |
| **Goal 9:** Encourage development of diverse housing types in areas that are supported by multiple transportation options. | **Not Applicable.** The project is non-residential which provides employment but does not propose new housing or an increase in population. |
| **Goal 10:** Promote conservation of natural and agricultural lands and restoration of critical habitats. | **Consistent.** The project will not remove any prime agricultural land or soils and does not contain any habitat for listed or otherwise sensitive species. Surveys for nesting birds and bats will be conducted to assure less than significant impacts to those sensitive species. |

Source: Southern California Association of Governments (SCAG). Connect SoCal Plan adopted in 2024. GHG= greenhouse gas

**Summary of Impacts.** Therefore, the Project will not significantly conflict with the land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. There will be no impact and no mitigation is required for land use and planning impacts. However, mitigation measures for issue-specific impacts (e.g., biological resources, air quality, etc.) are identified in Sections 4.1 through 4.20. The Project will exceed the SCAQMD's regional thresholds for NOx and GHGs but is consistent with the growth assumptions of the 2022 AQMP and generally consistent with the goals of the Connect SoCal Plan. It should also be noted there are many ongoing projects in the surrounding area that also contribute to regionally significant air quality and GHG impacts (see Impact LAND-3 below).

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact LAND-3 – Would the project cause substantial adverse cumulative impacts with respect to land use and planning?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and do not involve General Plan Amendments or zone changes. The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*).

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding physically dividing an established community, Impact LAND-1 demonstrates the Project does not divide established neighborhoods by its development, so there is no impact in this regard. Even if one or more regional or local cumulative projects divide neighborhoods or adjacent to their locations, the Project would have no impact in that regard. Therefore, the Project would not make a substantial contribution to any regional significant cumulative impact relative to dividing established neighborhoods.

Regarding compliance with established land use plans, Impact LAND-2 determined that the Project did not conflict with and was therefore consistent with established local and regional land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects (e.g., City PlanRC, City zoning, and SCAG "Connect SoCal" regional plans).

The Project proposes a Master Plan consistent with the current General Plan land use designation and zoning classification of the site. The Project as proposed is generally consistent with the local and regional plans applicable to the Project and no mitigation is required for land use impacts. However, the Project will exceed the SCAQMD's regional thresholds for NOx and

GHGs that will contribute to regionally significant air quality and GHG impacts (see Section 4.3, *Air Quality*, and 4.8, *Greenhouse Gases*).

As previously noted, the amount of development planned within the cumulative impact area (5-mile radius around the Project) is substantial, and the Project will contribute the significant localized air quality and greenhouse gas emissions (see Section 4.3, *Air Quality*, and 4.8, *Greenhouse Gases*). However, the Project will not make a substantial contribution to cumulatively considerable land use and planning impacts.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.11.5 - REFERENCES


1 City of Rancho Cucamonga. *PlanRC 2045: Rancho Cucamonga General Plan*. November 2021.

2 Southern California Association of Governments (SCAG 2020). *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal").* September 3, 2020.

3 City of Rancho Cucamonga. *Title 17, Development Code*. LWC. May 2022.

4 City of Rancho Cucamonga, Interactive Zoning Map. January 2024. https://regis.maps.arcgis.com/apps/webappviewer/index.html?id=71c7e5e09b7f48cd9a56f341f6056540

5 Southern California Association of Governments (SCAG). *Profile of the City of Rancho Cucamonga, Local Profiles Report.* May 2019.


## 4.11.6 – ACRONYMS

| | |
|---|---|
| CEQA | California Environmental Quality Act of 1970, as amended |
| CGC | California Government Code |
| COG | Council of Governments |
| CZ | Change of Zone |
| GHG | Greenhouse Gases |
| GPA | General Plan Amendment |
| ME2 | Mixed Employment 2 zone |
| MPO | Metropolitan Planning Organization (SCAG) |
| PlanRC | City of Rancho Cucamonga General Plan |

| | |
|---|---|
| RCDC | Rancho Cucamonga Development Code |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SCAG | Southern California Association of Governments |

# 4.12 – Mineral Resources

This EIR section addresses mineral resources impacts associated with the proposed Project. Issues of interest are mineral resources impacts identified by the CEQA Guidelines: whether the Project will result in the loss of availability of a known mineral resource or result in the loss of availability of a locally-important mineral resource recovery site.

## 4.12.1 – ENVIRONMENTAL SETTING

### Mineral Resource Zones

Minerals refer to aggregate resources, or rock, sand, and gravel, energy-producing fields, including oil, gas, and geothermal substances, and appurtenant mining operations. The California Department of Conservation[1] classifies land in the state into mineral resource zones based on the known or inferred mineral resource potential of that land (DOC 2023). The City of Rancho Cucamonga is located in the Claremont-Upland Production-Consumption (P-C) Region of San Bernardino County and has been classified by the California Division of Mines and Geology (CDMG 2023) according to the presence or absence of significant sand and gravel deposits which are suitable for use in construction-grade aggregate[2].

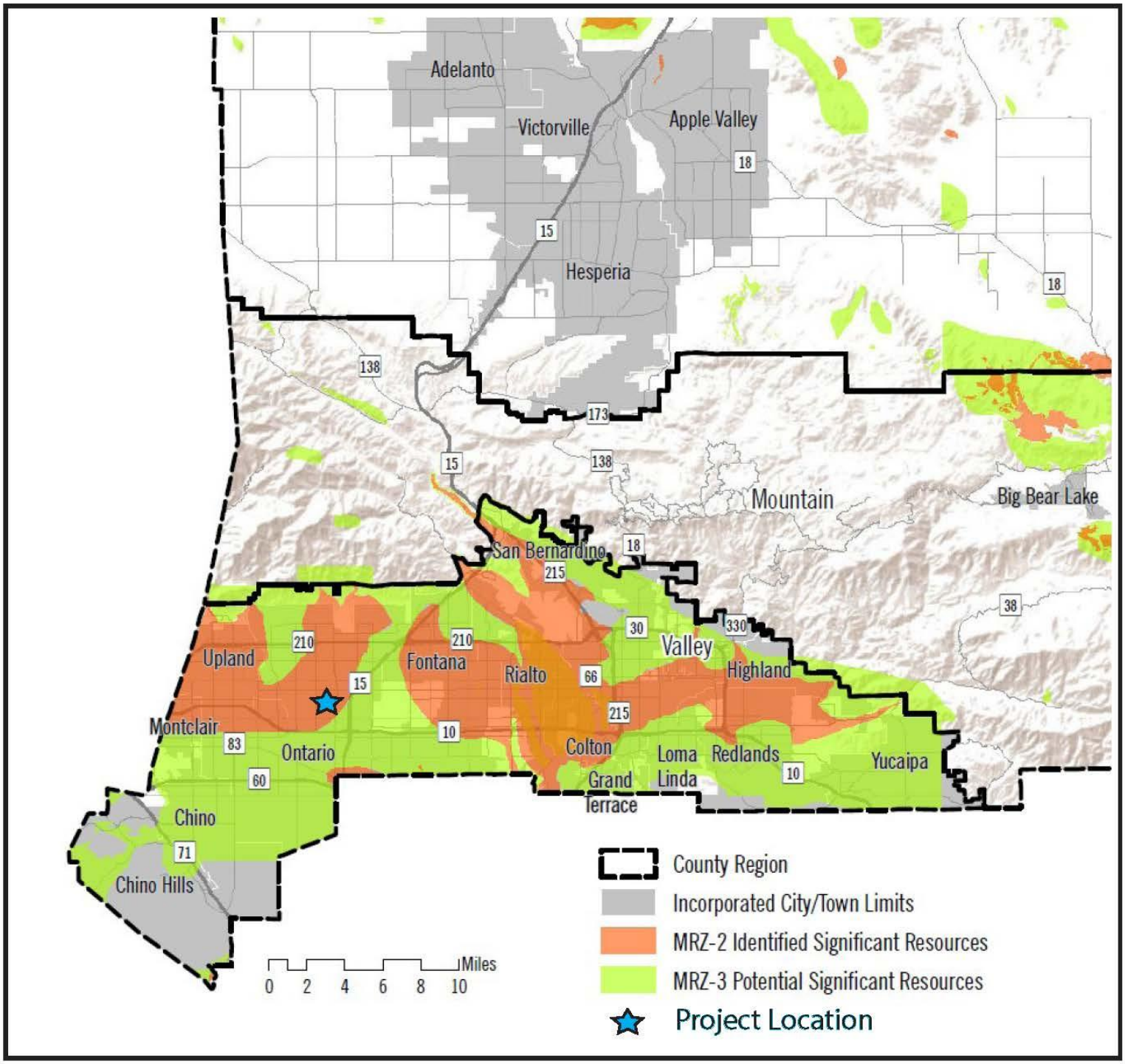
The land classification is presented in the form of maps showing Mineral Resource Zones[1] (MRZ). There are four MRZ classifications - MRZ-1 through MRZ-4. Areas classified MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Areas classified MRZ-2 are areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists. Areas that are classified MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data. Areas classified MRZ-4 are areas where availability information is inadequate for assignment to any other MRZ-zone. According to the DOC, the Project site is located in a MRZ-2 zone which is an area where geologic data indicates that significant Portland cement concrete-grade aggregate resources are present[2] (see Exhibit 4.12-1, Mineral Resource Zones in the Project Area.

## 4.12.2 – REGULATORY FRAMEWORK

### Federal

U.S. Code Title 30: Mineral Lands and Mining

The U.S. Code Title 30 Section 21a defines the national mining and minerals policy of the United States. This policy dictates that the United States will encourage the development of rational domestic mining reclamation practices, the sustainable development of domestic mineral resources, mining and mineral research, and the advancement of mineral waste disposal and reclamation methods. Title 30 also describes the federal regulations involving the sale of mineral lands.




Source: California Dept. of Conservation

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Exhibit 4.12-1, Mineral Resource Zones in the Project Area

El Camino Project
Rancho Cucamonga, California

**State**

Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA)[3] was enacted by the California legislature to promote the conservation of the State's mineral resources and to ensure adequate reclamation of mined lands. Among other provisions, SMARA requires the State Geologist to classify land in California into Mineral Resource Zones (MRZ), according to the known or inferred mineral potential of the land. The process is based solely on geology, without regard to existing land use or land ownership. Upon completion of each study, the State Geologist submits the mineral land classification report to the State Mining and Geology Board, which transmits the information to appropriate local governments that maintain jurisdictional authority in mining, reclamation, and related land-use activities. Local governments are required to incorporate the report and maps into their General Plans and consider the information when making land use decisions.

SMARA addresses the need for a continuing supply of mineral resources and to prevent or minimize the negative impacts of surface mining to public health, property and the environment. The Act applies to anyone, including government agencies, engaged in surface mining operations in California, including federally managed lands that disturb more than one acre or remove more than 1,000 cubic yards of material cumulatively from one site. Regulated mining activities include prospecting and exploratory activities, dredging and quarrying, streambed skimming, borrow pitting, and the stockpiling of mined materials[3]. The City General Plan incorporates the requirements and mineral classification and designation information of SMARA.

The California Department of Conservation, Division of Mines and Geology (CDMG) "Mineral Land Classification Project" publishes mineral resource maps which have proven to be of value in land use planning and mineral conservation. Areas subject to California mineral land classification studies are divided by the State Geologist into various MRZ categories that reflect varying degrees of mineral potential. This is an ongoing process with updates taking place approximately every 10 years. CDMG is also in the process of identifying lands throughout San Bernardino County with the potential for mineral resource recovery and will be used by the County in identifying new mineral resource areas to help ensure their preservation.

## 4.12.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to mineral resources if it would:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

## 4.12.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the loss of availability of any known mineral resource that is of value to the region and the residents of the state and the loss of availability of a locally-important mineral resource recovery site.

**Loss of Statewide or Regional Mineral Resources**

***Impact MIN-1 – Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

*Analysis of Impacts*

The Project is located within the Claremont-Upland P-C Region[2] which includes the City and surrounding communities and areas within southwest San Bernardino County. The Claremont-Upland P-C Region has been classified by the California Geological Survey based on the presence of significant mineral resources.

Alluvial fan areas are regions which are expected to contain mineral resources that are of regional significance. This mineral region contains four alluvial fans that are located in the northern half of the City, north of State Route 210. The Project is located in the southeastern portion of the City, disconnected from the four sectors that contain mineral resources of regional significance that are already being mined in several locations.

The Classification Map for the Claremont-Upland P-C Region shows that the Project site is within an area designated MRZ-2 which means it is expected to contain significant resources. Despite the Project's location within this zone, the site is essentially surrounded by developed land uses, streets, etc. and over half of the Project site has already been developed with urban uses. The Project's location outside of the City's identified productive mineral resource sectors indicates that the Project area is not considered a practical area to extract mineral resources, and in fact no aggregate recovery is practiced in the area. For these reasons, the Project will not create significant impacts associated with the loss of known mineral resources. This conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Loss of Locally Important Mineral Resources**

***Impact MIN-2 – Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

*Analysis of Impacts*

There are no existing mineral resource recovery sites on the Project site or in the surrounding area. Despite the MRZ-2 classification, development of the Project site would not have any impacts on local mineral recovery sites or operations. This conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact MIN-3 – Would the project cause substantial adverse cumulative impacts with respect to mineral resources?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development (i.e., they do not involve mineral resource extraction or restoration of past mining sites)(see Table 4.0-4, *Cumulative Projects*). The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) and does not involve mineral resource extraction.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding the loss of local or regional mineral resources, Impact MIN-1 and MIN-2 indicate the proposed Project would have no impacts on any mineral resources. It is not known at this time if or how many of the future development projects would actually impact mineral resources but development in the three cities and the county follow similar development review procedures which include CEQA review of potential impacts related to mineral resources. However, even if one or more cumulative projects do involve extraction of mineral resources, the Project has no impact in this regard so it would not make a substantial contribution to any regional cumulative impacts regarding mineral resources. The Project will have less than significant cumulative impacts in this regard under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

## 4.12.5 - REFERENCES

1 Department of Conservation (DOC). California Geological Survey (CGS) Warehouse: Mineral Land Classification. [Accessed September 2023] https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc.

2 California Division of Mines and Geology (CDMG 2023). Special Report 202. Update of Mineral Land Classification for Portland Cement Concrete-Grade Aggregate in the Claremont-Upland Production-Consumption Region, Los Angeles and San Bernardino Counties, California. [Accessed August 2023]. https://www.bing.com/search?q=Department+of+Conservation+%28DOC%29.+Special+Report+202&form=ANNH01&refig=4cf509bd124d4e689b10065d509b3e21&pc=LCTS

3 California Department of Conservation (DOC), Division of Mines and Geology (DMG). Surface Mining and Reclamation Act (SMARA) of 1975. Public Resources Code Sections 2710-2796. CDMG website accessed May 2024. https://www.conservation.ca.gov/dmr/lawsandregulations

## 4.12.6 – ACRONYMS

| | |
|---|---|
| CDMG | California Division of Mines and Geology |
| CGS | California Geological Survey |
| DOC | California Department of Conservation |
| MRZ | Mineral Resource Zones |
| P-C | Production-Consumption Region |
| SMARA | Surface Mining and Reclamation Act of 1975 |

# 4.13 – Noise

This section provides pertinent background information on the nature of sound and vibration transmission, describes the existing noise environment at and in the vicinity of the Project site, summarizes applicable noise guidelines, standards, and regulations, and evaluates potential noise and vibration impacts that could result from implementation of the Project.

As described in Section 4.13.4, potential Project impacts evaluated with respect to noise and vibration include the Project's potential to generate a temporary or substantial increase in ambient noise levels in excess of applicable standards, generate excessive groundborne vibration or groundborne noise levels, and expose people working in the Project area to excessive airport-related noise levels.

## 4.13.1 – ENVIRONMENTAL SETTING

### Fundamentals of Environmental Acoustics

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as "noisy" or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear. Since decibels are logarithmic units, an increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, etc. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * \ 10\,log\left(10^{\left(\frac{50}{10}\right)} + \ 10^{\left(\frac{50}{10}\right)}\right) = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

**Sound Characterization**

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level ($L_{eq}$) descriptor is used to represent the average character of the sound over a period of time. The $L_{eq}$ represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. $L_{eq}$ is useful for evaluating shorter time periods over the course of a day. The most common $L_{eq}$ averaging period is hourly, but $L_{eq}$ can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the $L_{01}$, $L_{10}$, $L_{50}$, and $L_{90}$ descriptors represent the sound levels exceeded 1%, 10%, 50%, and 90% of the time the measurement was performed. The $L_{90}$ value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, or DNL (also referred to as $L_{dn}$), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is

similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the

**Table 4.13-1**
**Typical Noise Levels**

| Common Outdoor Activities | Noise Level (dBA) | Common Indoor Activities |
|---|---|---|
| | 110 | Rock Band |
| Jet flyover at 1,000 feet | 105 | |
| | 100 | |
| Gas lawn mower at 3 feet | 95 | |
| | 90 | |
| Diesel truck at 50 feet at 50 mph | 85 | Food blender at 3 feet |
| | 80 | Garbage disposal at 3 feet |
| Noise urban area, daytime | 75 | |
| Gas lawnmower, 100 feet | 70 | Vacuum cleaner at 10 feet |
| Commercial area | 65 | Normal speech at 3 feet |
| Heavy traffic at 300 feet | 60 | |
| | 55 | Large business office |
| Quiet urban daytime | 50 | Dishwasher next room |
| | 45 | |
| Quiet urban nighttime | 40 | Theater, large conference room |
| Quiet suburban nighttime | 35 | |
| | 30 | Library |
| Quite rural nighttime | 25 | Bedroom at night |
| | 20 | |
| | 15 | Broadcast/recording studio |
| | 10 | |
| | 5 | |
| Typical threshold of human hearing | 0 | Typical threshold of human hearing |

Source: Caltrans[1]

evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

**Sound Propagation**

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its "sound power level." Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of

distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.
For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called “excess attenuation.” Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

**Noise Effects**

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person’s subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the “ambient” noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency (“pure-tone”) signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

When exposed to high noise levels, humans may suffer hearing damage. Sustained exposure to high noise levels (e.g., 90 dBs for hours at a time) can cause gradual hearing loss, which is usually temporary, whereas sudden exposure to a very high noise level (e.g., 130 to 140 dBs) can cause sudden and permanent hearing loss. In addition to hearing loss, noise can cause stress in humans and may contribute to stress-related diseases, such as hypertension, anxiety, and heart disease.[1]

**Groundborne Vibration and Noise**

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units (referred to as velocity decibels, or VdB) in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

**Existing Noise Environment**

The Project is located in the southern portion of Rancho Cucamonga, adjacent to Haven Avenue and 6$^{th}$ Street. The General Plan lists roadways, rail lines, aircraft, and industrial noise as examples of major noise sources in Rancho Cucamonga. Traffic noise modeling conducted for the City's General Plan estimated Year 2021 traffic noise levels in the western part of the Project site adjacent to Haven Avenue (between 6th Street and Arrow Route) are 71.1 CNEL 100 feet from the roadway centerline, while traffic noise levels in the southern part of the Project site adjacent to 6$^{th}$ Street (between Haven Ave and Milliken Ave) are 65.1 CNEL 100 feet from the roadway centerline. The General Plan estimates that, by 2040, traffic noise levels on Haven Avenue and 6$^{th}$ Street will increase to 72.6 CNEL and 66.7 CNEL, respectively.[2,3]

As described in Section 3, *Project Description*, the Project site is an active industrial land use that generates noise from the following buildings and activities:

- Existing Soft Drink/Beverage Distribution Center (DC): The existing DC facility generates noise from on-site trucking activity, including driving, idling, loading and unloading, and maneuvering/parking activities). The existing DC operates 24 hours a day, Monday through Saturday, with truck trips occurring Monday through Friday. The facility generates approximately 291 daily truck trips and 429 daily passenger car trips from approximately 185 employees who arrive and exit the site during one of three shifts each day.[4] (See Section 4.3, *Air Quality,* Table 4.3-6, for detailed trip generation information). Additionally, the existing facility has equipment including a generator and activities including recycling and waste collection that generate noise.
- Existing Office Buildings: The existing office space in the southwest corner of the Project site operates from approximately 8:00 AM to 4:30 PM and generates noise from sources including employee passenger cars (352 daily trips), truck trips (4 daily trips), heating, ventilation, and air conditioning (HVAC) units, and waste collection.
- Existing 7th Street Warehouse: The existing warehouse on 7th Street operates Monday through Friday during daytime hours and generates noise from approximately 2 daily truck trips and 35 daily passenger car trips, as well as exterior stationary and mobile equipment including HVAC units, an air cooling system, and pallet lifts.

**Measured Ambient Noise Levels**

***Ambient Noise Levels at Project Site.*** MIG conducted ambient noise monitoring at and near the proposed Project site from approximately 12 PM on Wednesday, November 1, 2023, to approximately 12 PM on Thursday, November 2, 2023 (see Appendix J). Ambient noise levels were digitally measured and stored using two (2) Larson Davis SoundTrack LxT sound level meters that meet American National Standards Institute requirements for a Type 1 integrating sound level meter. Each sound meter was calibrated immediately before and after the monitoring period using a reference one kilohertz (1kH) check frequency and 114 dB sound pressure level and found to be operating within normal parameters for sensitivity. Measurements were continuously collected over the sample period in 1-minute intervals. This interval was selected to capture short-term noise events and increases in noise levels above typical background conditions. Weather conditions during the monitoring were generally clear and sunny during the daytime and clear and cool during the nighttime. Temperatures ranged from the low 50's (overnight) to the mid 80's (in the later afternoons). Winds were low, at approximately 5 miles per hour (mph) during the daytime.

The ambient noise monitoring conducted at and near the Project site included one long-term (LT) and seven short-term (ST) measurements at locations selected to:

- Provide direct observations and measurements of existing noise sources at and in the vicinity of the proposed Project;
- Determine typical ambient noise levels at and in the vicinity of the proposed Project; and
- Evaluate potential Project noise levels at nearby sensitive receptors (see "Noise Sensitive Receptors" below).

The ambient noise monitoring locations are described below and shown on Exhibit 4.13-1.

**Exhibit 4.13-1**
**Ambient Noise Monitoring Locations (Proposed Project Site)**




*Note: Monitoring site ST-07 was located approximately 2,775 feet south of the Project site, at the southeast corner of Utica Avenue and Fourth Street.*

- LT-01 was in the south-central portion of the Project site, near the southwest corner of the existing DC facility, approximately 25 feet south and 90 feet west of the existing facility's southernmost truck dock and approximately 55 feet north and 45 feet east of the gate trucks use to exit the site. Ambient noise levels at this location were measured from approximately 12:00 PM on Wednesday, November 1, 2023, to 12:00 PM on Thursday, November 2, 2023, and are representative of the typical noise levels associated with truck loading dock activities at the Project site.

- ST-01 was in the central portion of the Project site, in the northwest portion of the existing beverage warehouse/distribution facility, approximately 495 feet north of the centerline of the 6th Street and approximately 505 feet east of the centerline of Haven Avenue. Ambient noise levels at this location were measured from approximately 12:10 PM to 12:40 PM on Wednesday, November 1, 2023, and are representative of the typical daytime noise levels associated with use of the site's drive aisle.

- ST-02 was adjacent to the main truck entrance to the existing beverage warehouse/distribution facility, approximately 30 feet west of the centerline of Utica Avenue. Ambient noise levels at this location were measured from approximately 12:45 PM to 12:55 PM on Wednesday, November 1, 2023, and are representative of the typical daytime noise levels at the truck entrance and along Utica Street.

- ST-03 was in the eastern portion of the existing beverage warehouse/distribution facility, approximately 30 feet west of the centerline of Utica Avenue and approximately 355 feet north of the centerline of 6th Street. ST-03 was located across from the entrance to the commercial area east of the site. Ambient noise levels at this location were measured from approximately 12:57 PM to 1:17 PM on Wednesday, November 1, 2023, and are representative of the typical daytime noise levels along Utica Street in the vicinity of the commercial center.

- ST-04 was at the southwest corner of the Project site, at the northeast corner of the intersection of 6th Street and Haven Avenue. ST-04 was approximately 50 feet north of the centerline of 6th Street and approximately 140 feet east of the centerline of Haven Avenue. Ambient noise levels at this location were measured from approximately 1:30 PM to 2:00 PM on Wednesday, November 1, 2023, and are representative of the typical daytime noise levels at the intersection of 6th Street and Haven Avenue.

- ST-05 was in the western portion of the Project site approximately 70 feet east of the centerline of Haven Avenue and approximately 790 feet north of the centerline of 6th Street. Ambient noise levels at this location were measured from approximately 2:05 PM to 2:35 PM on Wednesday, November 1, 2023, and are representative of the typical daytime noise levels along Haven Avenue.

- ST-06 was in the northern portion of the Project site, approximately 50 feet south of the centerline of 7th Street and approximately 430 feet east of the centerline of Utica Avenue. Ambient noise levels at this location were measured from approximately 3:00 PM to 3:30 PM on Wednesday, November 1, 2023, and are considered representative of the noise levels from nearby industrial uses and vehicle traffic. It is noted that, while 7th Street is used by inbound trucks at the existing DC facility, at the time measurements were conducted there were no trucks traveling along 7th Street. As a result, ambient noise levels may be higher when trucks are arriving at the existing facility than the levels that were recorded.

- ST-07 was outside and south of the Project site, approximately 70 feet south of the centerline of East 4th Street and approximately 100 feet east of the centerline of Duessenberg Drive and 1,400 feet east of the centerline of Haven Avenue. Ambient noise levels at this location were measured from approximately 4:00 PM to 4:30 PM on Wednesday, November 1, 2023, and are considered representative of typical daytime noise levels at residential receptors along a truck route used to access the Project site.

Table 4.13-2 and Table 4.13-3 summarize the results of the LT and ST ambient noise monitoring conducted at and near the Project site. Refer to Appendix J for detailed ambient noise monitoring results. Based on observations during the monitoring, vehicle traffic on local roads and truck activity at the existing DC facility are the predominant contributors to the ambient noise environment in the vicinity of the Project site. As shown in Table 4.13-2 and Table 4.13-3, measured ambient noise levels in the Project site varied depending on site activities and the proximity of local roads. Measured ST noise levels were above 70 dBA near the intersection of 6th Street and Haven Avenue (ST-04, 70.4 dBA $L_{eq}$), along Haven Avenue (ST-05, 71.5 dBA $L_{eq}$), and along East 4th Street (ST-07, 73.0 dBA $L_{eq}$), and above 65 dBA $L_{eq}$ in the northwest corner of the existing DC facility (ST-01, 65.9 dBA $L_{eq}$), along Utica Avenue (ST-03, 66.5 dBA $L_{eq}$), and above 60 dBA $L_{eq}$ along 7th Street (ST-06, 62.6 dBA $L_{eq}$). Measured short-term noise levels were lowest in the northeast corner of the existing DC facility, by the truck entrance (ST-02, 57.8 dBA $L_{eq}$). LT noise levels in the southwest part of the existing DC facility ranged from 54.2 dBA $L_{eq}$ to 70.3 dBA $L_{eq}$. The calculated 24-hour noise exposure level at LT-01 is 72.9 CNEL.

**Table 4.13-2**
**Measured Long-Term Ambient Noise Levels (dBA) at the Project Site**

| Day / Site | Duration | Measured Range in Hourly Noise Levels (dBA $L_{eq}$)(A) | | | Calculated CNEL(B) |
|---|---|---|---|---|---|
| | | Daytime (7 AM to 7 PM) | Evening (7 PM to 10 PM) | Nighttime (10 PM to 7 AM) | |
| **Wednesday, November 1, 2023, to Thursday, November 2, 2023** | | | | | |
| LT-01 | 24 hours | 62.3 – 69.7 | 62.3 – 69.1 | 54.2 – 70.3 | 72.9 |

Source: MIG (See Appendix J)

(A) The $L_{eq}$ value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly $L_{eq}$ values during the listed period.

(B) The 24-hour CNEL value is calculated by applying a 5 dB penalty to measured evening noise levels and a 10 dB penalty to measured nighttime noise levels. The CNEL is calculated from 12:00 PM on Wednesday, November 1, 2023, to 12:00 PM on Thursday, November 2, 2023.

**Table 4.13-3**
**Measured Short-Term Ambient Noise Levels (dBA) at the Project Site**

| Day / Site | Duration | Measured Noise Level (dBA) | | | | | |
|---|---|---|---|---|---|---|---|
| | | $L_{eq}$ (A) | $L_{min}$ (B) | $L_{90}$ (C) | $L_{50}$ (C) | $L_{8.3}$ (C) | $L_{max}$ (B) |
| **Wednesday, November 1, 2023 (12:10 PM to 12:40 PM)** | | | | | | | |
| ST-01 | 30 minutes | 65.9 | 55.3 | 58.9 | 62.4 | 69.1 | 89.4 |
| LT-01 | 30 minutes | 65.8 | 54.9 | 61.7 | 64.3 | 69.1 | 80.5 |
| **Wednesday, November 1, 2023 (12:45 PM to 12:55 PM)** | | | | | | | |
| ST-02 | 10 minutes | 57.8 | 43.7 | 48.2 | 52.7 | 62.9 | 72.0 |
| LT-01 | 10 minutes | 69.9 | 48.7 | 66.5 | 68.1 | 72.8 | 85.7 |
| **Wednesday, November 1, 2023 (12:57 PM to 1:17 PM)** | | | | | | | |
| ST-03 | 20 minutes | 66.5 | 47.1 | 52.6 | 56.5 | 72.4 | 89.2 |
| LT-01 | 20 minutes | 68.7 | 61.6 | 67.3 | 68.0 | 69.9 | 84.5 |
| **Wednesday, November 1, 2023 (1:30 PM to 2:00 PM)** | | | | | | | |
| ST-04 | 30 minutes | 70.4 | 52.2 | 61.3 | 66.7 | 75.3 | 88.3 |
| LT-01 | 30 minutes | 66.8 | 45.5 | 63.4 | 65.1 | 69.4 | 87.3 |
| **Wednesday, November 1, 2023 (2:05 PM to 2:35 PM)** | | | | | | | |
| ST-05 | 30 minutes | 71.5 | 48.4 | 60.7 | 69.5 | 75.7 | 85.0 |
| LT-01 | 30 minutes | 64.8 | 44.1 | 60.3 | 62.4 | 67.1 | 88.0 |
| **Wednesday, November 1, 2023 (3:00 PM to 3:30 PM)** | | | | | | | |
| ST-06 | 30 minutes | 62.6 | 41.2 | 46.2 | 52.6 | 67.7 | 80.6 |
| LT-01 | 30 minutes | 63.4 | 41.4 | 58.1 | 60.7 | 68.2 | 81.0 |
| **Wednesday, November 1, 2023 (4:00 PM to 4:30 PM)** | | | | | | | |
| ST-07 | 30 minutes | 73.0 | 49.9 | 60.3 | 69.6 | 77.8 | 90.8 |
| LT-01 | 30 minutes | 65.8 | 45.9 | 61.6 | 62.9 | 69.4 | 84.5 |

Source: MIG (see Appendix J)
(A) The $L_{eq}$ value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed period.
(B) The $L_{min}$ and $L_{max}$ represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.
(C) Values represent the noise level exceed a certain percentage of the period, e.g., $L_{90}$ is the noise level that was exceeded 90% of the time for the listed period.

- Ambient Noise Levels at Similar Existing Production/Bottling Center (PC)/DC. In addition to measuring ambient noise levels in and near the Project site, MIG also conducted ambient noise monitoring at another existing PC/DC owned by the Project applicant at 11536 Patton Road in the City of Downey (hereafter referred to as the "Downey PC/DC"). The proposed Project would be in a similar urban setting as the Downy PC/DC, with similar operations (i.e., beverage production and distribution, as opposed to just distribution), operating hours, and production cycles as the Downey PC/DC. Therefore, the operating characteristics of the Downey PC/DC provide a reasonable basis for evaluating the type and amount of noise-generating equipment that would be installed at the proposed Project site. The noise monitoring was conducted from

approximately 9:40 AM on Tuesday, November 7, 2023, to 9:55 AM on Wednesday, November 8, 2023, following the same procedures described above for the Project site. Weather conditions during the monitoring were generally overcast, with temperatures in the mid 60's. Winds were generally calm.

The ambient noise monitoring at the Downey PC/DC included one LT measurement and three ST measurements at locations selected to provide direct observations and measurements of the existing noise levels generated by equipment and trucking activity at the Downey PC/DC site. The ambient noise monitoring locations are described below and shown on Exhibit 4.13-2.

- LT-02 was located in the northeast portion of the Downey PC/DC, approximately 260 feet northwest of the centerline of Lakewood Boulevard and approximately 30 feet northeast of the centerline of the inbound truck entrance,18 feet southwest of the nearest truck parking area, 45 feet southeast of a drive aisle, and 155 feet east of the closest truck docks. Ambient noise levels at this location were measured from approximately 10:00 AM on Tuesday, November 7, 2023, to 10:00 AM on Wednesday, November 8, 2023, and are considered representative of the site's truck ingress, travel, and maneuvering and docking activities.

- ST-08 was located within an exterior equipment area on the southern portion of the Downey PC/DC, approximately 10 feet from three Baltimore Aircoil Company (BAC) model air cooling towers. Ambient noise levels at this location were measured from 9:40 AM to 10:07 AM on Tuesday, November 7, 2023, and are considered representative of mechanical cooling equipment at the Downey PC/DC.

- ST-09 was located within an exterior equipment area in the south-central portion of the Downey PC/DC, approximately 10 feet from an air compressor, electrical transformer, and other pneumatic and hydraulic equipment and 160 feet northeast of the centerline of Cleta Street. Ambient noise levels at this location were measured from 10:11 AM to 10:21 AM on Tuesday, November 7, 2023, and are considered representative of pressurized conveyance and electrical infrastructure at the Downey PC/DC.

- ST-10 was located within an exterior equipment area in the central-west portion of the Downey PC/DC, approximately 5 feet from storage tanks, pipes, and valves used for conveyance of water to downstream bottling facilities and 135 feet from of the centerline of Patton Road. Ambient noise levels at this location were measured from 10:32 AM to 10:40 AM on Tuesday, November 7, 2023, and are considered representative of non-pressurized and pressurized hydraulic infrastructure at the Downey PC/DC.

**Exhibit 4.13-2**
**Ambient Noise Monitoring Locations (Downey PC/DC)**



Table 4.13-4 and Table 4.13-5 summarize the results of the LT and ST ambient noise monitoring conducted at the Downey PC/DC. Refer to Appendix J for detailed ambient noise monitoring results.

**Table 4.13-4**
**Measured Long-Term Ambient Noise Levels (dBA) at Downey PC/DC**

| Day / Site | Duration | Measured Range in Hourly Noise Levels (dBA $L_{eq}$)[A] | | | Calculated CNEL[B] |
|---|---|---|---|---|---|
| | | Daytime (7 AM to 7 PM) | Evening (7 PM to 10 PM) | Nighttime (10 PM to 7 AM) | |
| **Tuesday, November 7, 2023, to Wednesday, November 8, 2023** | | | | | |
| LT-02 | 24 hours | 67.4 – 70.4 | 65.9 – 68.7 | 67.8 – 72.6 | 76.8 |

Source: MIG (see Appendix J)

(A) The $L_{eq}$ value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed hour. Values are the lowest and highest measured hourly $L_{eq}$ values during the listed period.

(B) The 24-hour CNEL value is calculated by applying a 5 dB penalty to measured evening noise levels and a 10 dB penalty to measured nighttime noise levels. The CNEL is calculated from approximately 10 AM on Tuesday, November 7, 2023, to 10 AM on Wednesday, November 8, 2023.

**Table 4.13-5**
**Measured Short-Term Ambient Noise Levels (dBA) at Downey PC/DC**

| Day / Site | Duration | Measured Noise Level (dBA) | | | | | |
|---|---|---|---|---|---|---|---|
| | | $L_{eq}$[A] | $L_{min}$[B] | $L_{90}$[C] | $L_{50}$[C] | $L_{8.3}$[C] | $L_{max}$[B] |
| **Tuesday, November 7, 2023 (9:40 AM to 10:07 AM)** | | | | | | | |
| ST-08 | 27 minutes | 83.6 | 82.9 | 83.4 | 83.6 | 83.9 | 85.3 |
| LT-02 | 11 minutes[D] | 68.7 | 50.8 | 58.6 | 63.4 | 70.9 | 91.3 |
| **Tuesday, November 7, 2023 (10:11 AM to 10:21 AM)** | | | | | | | |
| ST-09 | 10 minutes | 78.5 | 75.5 | 76.7 | 79.0 | 79.6 | 83.6 |
| LT-02 | 10 minutes | 72.0 | 60.7 | 62.8 | 64.7 | 71.9 | 96.2 |
| **Tuesday, November 7, 2023 (10:32 AM to 10:40 AM)** | | | | | | | |
| ST-10 | 9 minutes | 86.2 | 82.8 | 85.7 | 86.2 | 86.9 | 90.3 |
| LT-02 | 9 minutes | 70.2 | 60.8 | 66.7 | 68.5 | 72.2 | 84.6 |

Source: MIG (see Appendix J)

(A) The $L_{eq}$ value represents the equivalent steady-state noise level that would contain the same amount of acoustical energy as the time-varying noise level during the listed period.

(B) The $L_{min}$ and $L_{max}$ represent the lowest and highest instantaneous noise levels measured during the listed period, respectively.

(C) Values represent the noise level exceed a certain percentage of the period, e.g., $L_{90}$ is the noise level that was exceeded 90% of the time for the listed period.

(D) LT-02 data collection overlapped with ST-08 from 9:56 AM to 10:07 AM.

As shown in Table 4.13-4 and Table 4.13-5, measured LT noise levels at the Downey PC/DC ranged from 65.9 dBA $L_{eq}$ to 72.6 dBA $L_{eq}$, with the calculated 24-hour noise exposure level at the site equal to 76.8 CNEL. Measured ST noise levels were relatively constant, as evidenced by the narrow range in noise levels exceeded approximately 8% (i.e., $L_{8.3,}$ equal to 5 minutes in every 1 hour) and 90% ($L_{90,}$ equal to 54 minutes in every 1 hour), which were less than 1 dBA at ST-08, 3 dBA at ST-09, and 2 dBA at ST-10. This indicates stationary equipment at the Downey

PC/DC operates continuously or near-continuously. The existing facilities at the Rancho Cucamonga Project site generally do not contain the same mechanical, hydraulic, and electrical equipment as the Downey PC/DC because the Project site does not currently conduct bottling operations (i.e., does not include a PC).

Based on observations during the ambient noise monitoring at the Project site and Downey PC/DC, truck activity was the predominant source of noise at both sites. The Downey PC/DC is a larger facility with more operations and a greater volume of trucks, which would increase noise levels near loading and unloading areas and ingress and egress routes. The LT meter at the Downey PC/DC was placed at the truck entrance, where a steady line of trucks was observed entering the site, whereas the LT meter at the Rancho Cucamonga Project site was placed near the docks and the truck exit, where trucks would drive and idle as needed. The Rancho Cucamonga LT meter was also located slightly further from the docks and truck exit than the Downey PC/DC LT meter. Despite these differences in meter placement, the overall variability in measured hourly average noise levels was similar between the Rancho Cucamonga and Downey sites. Both sites operated 24 hours a day and had relatively consistent noise levels over the monitoring period. The Rancho Cucamonga Project site had an hourly average noise level ranging from approximately 54.2 dBA $L_{eq}$ to 70.3 dBA $L_{eq}$, while the Downey PC/DC had an hourly average noise level ranging from approximately 65.9 dBA $L_{eq}$ to 72.6 dBA $L_{eq}$. The measured hourly $L_{eq}$ values at the Downey PC/DC were generally higher than at the Project site, presumably due to the higher and more consistent truck ingress, maneuvering, docking, and egress activities observed at the Downey site. Although LT noise levels were generally higher at the Downey PC/DC, peak hourly $L_{eq}$ values (72.6 dBA $L_{eq}$) were only 2.3 dBA higher than the peak hourly $L_{eq}$ values at the Rancho Cucamonga Project site (70.3 dBA $L_{eq}$). Similarly, the calculated 24-hour noise exposure level at the Downey site (76.8 CNEL) was 3.9 dBA higher than at the Project site (72.9 CNEL, see Table 4.13-2).

**Noise Sensitive Receptors**

Noise sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential dwellings, hospitals, nursing homes, educational facilities, libraries, biological open space, and churches can be sensitive noise receptors that require protection from excessive noise levels through land use capability/adjacency, building design, and noise ordinance enforcement. The City's Plan RC EIR acknowledges that land uses such as parks, schools, historic sites, cemeteries, and recreation areas are sensitive to increases in exterior noise levels, while places of worship, transient lodging, and other places where low interior noise levels are essential are also considered noise sensitive.[2]

Although noise from a project site may theoretically be audible at distances more than 1,000 feet from the project site, factors such as development patterns, meteorological conditions, and other noise sources limit noise transmission and perception. The proposed Project site is in an urbanized area, bordered by arterial roadways that generate traffic noise, and surrounded by existing commercial and industrial development. Given these project-specific factors, this EIR only identifies the noise sensitive receptors within 1,000 feet of the project site and adjacent to potential truck travel routes because these receptors would be most affected by project activities and noise sources. Receptors located more than 1,000 feet from the project site and away from truck travel routes would be exposed to lower project noise levels, which would likely not be perceptible or distinguishable from general traffic and other localized noise sources.

The existing noise sensitive receptors within 1,000 feet of the proposed Project site include:

- Good Steward Daycare located approximately 370 feet east of the Project site, across Utica Avenue, in a commercial strip mall development. This facility includes an outdoor play area that is 415 feet east of the Project site.
- Residence Inn hotel located approximately 190 feet south of the Project site, across 6th Street.

There are no sensitive residential land uses within 1,000 feet of the Project site. The nearest residential receptors are located more than 1,400 feet southeast of the Project site on the south side of 6th Street.

Trucks travelling to and from the Project site are expected to use Haven Avenue to access I-10 and 4th Street to access I-5.[4] Sensitive residential receptors are located along Haven Avenue, south of 4th street (approximately 0.5 miles south of the Project site), and along 4th Street, east of Haven Avenue (also approximately 0.5 miles south of the Project site).

## 4.13.2 – REGULATORY FRAMEWORK

### Federal

***Federal Transit Administration.*** No federal regulations apply to noise or vibration from the proposed Project, but the FTA's 2018 Transit Noise and Vibration Impact Assessment Manual establishes construction noise guidelines for a general quantitative assessment that recommends modeling typical construction equipment noise levels from the center of a project site.[5] The FTA document also establishes groundborne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and recording studios. Category 2 buildings include residential lands and buildings were people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primarily daytime uses. The FTA standards vary for "frequent" events (occurring more than 70 times per day, such as a rapid transit project), "occasional" events (occurring between 30 to 70 times per day), and "infrequent" events (occurring less than 30 times per day). The FTA's vibration annoyance criteria are summarized in Table 4.13-6.

**Table 4.13-6**
**FTA Ground-Borne Vibration Impact Criteria for General Assessment**

| Land Use Category/Type | Impact Level (Velocity Decibels) | | |
|---|---|---|---|
| | Frequent Events | Occasional Events | Infrequent Events |
| Category 1 – Buildings with sensitive equipment | 65 VdB | 65 VdB | 65 VdB |
| Category 2 – Buildings where people sleep | 72 VdB | 75 VdB | 80 VdB |
| Category 3 – Institutional buildings | 75 VdB | 78 VdB | 83 VdB |
| Source: FTA[5] | | | |

## State

***California Department of Transportation.*** The California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies and provides recommended guidelines for evaluating potential vibration impacts on buildings (i.e., structural damage).[6] These thresholds are summarized in Table 4.13-7. The thresholds vary depending on whether the vibration source is continuous or transient in nature. A transient source creates an isolated vibration event, such as blasting. Continuous sources could also include sources with intermittent but frequent vibration events, such as impact pile drivers and compactors. While vehicle traffic is considered a continuous vibration source, many types of construction activities fall between continuous and transient in nature.

**Table 4.13-7**
**Caltrans' Vibration Threshold Criteria for Building Damage**

| Structure and Condition | Maximum PPV (in/sec) | |
|---|---|---|
| | Transient Sources | Continuous/Frequent Intermittent Sources |
| Extremely fragile historic buildings, ruins, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.2 | 0.1 |
| Historic and some older buildings | 0.5 | 0.25 |
| Older residential structures | 0.5 | 0.3 |
| New residential structures | 1.0 | 0.5 |
| Modern industrial and commercial structures | 2.0 | 0.5 |
| *Source: Caltrans[6]* | | |

***California Building Standards Code.*** The California Green Building Standards (CALGreen) Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section, establishes acoustical control requirements for non-residential buildings.[i] In summary, this code section requires:

- Prescriptive Exterior Noise Transmission Control: Wall and roof-ceiling assemblies that are part of the building envelope within the 65 CNEL noise contour of an airport or within the 65 DNL or 65 CNEL noise contour of a freeway, expressway, railroad, industrial source, or fixed-guideway source, shall meet a composite STC rating of at least 50 (with exterior windows a minimum STC of 40) or a composite Outdoor-Indoor Sound Transmission Class (OITC) of no less than 40 (with exterior windows a minimum OITC of 30) (Section 5.507.4.1). Buildings exposed to a noise of 65 dB $L_{eq}$ (1-hour) during any hour of operation shall have wall and roof-ceiling assemblies meeting a composite STC of at least 45 (or OITC of at least 35), with exterior windows a minimum STC of 40 (or OITC 30) (Section 5.507.4.1.1).
- Performance Method Exterior Noise Transmission Control: For buildings located within the 65 DNL, 65 CNEL, or 65 db $L_{eq}$ (1-hour) areas described above, wall and roof-ceiling

[i] Section 5.507.4 excepts buildings with few or no occupants or where occupants are not likely to be affected by exterior noise from the non-residential acoustical control requirements, as determined by the enforcement authority, such as factories, stadiums, storage, enclosed parking structures, and utilities buildings.

assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an $L_{eq}$ (1-hour) of 50 dBA in occupied areas during any hour of operation (Section 5.507.4.2). This requirement shall be documented by preparing an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

- Interior Sound Transmission: Wall and floor assemblies separating tenant spaces and tenant spaces and public spaces shall have an STC of at least 40 (Section 5.507.4.3).

**Local**

***PlanRC, City of Rancho Cucamonga General Plan.*** Plan RC Volume 3, Environmental Performance, describes the city's existing and future noise environment and establishes goals and policies to guide and direct long-term planning with respect to noise:

| | |
|---|---|
| Goal N-1 | Noise. A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts. |
| Policy N-1.1 | Noise Levels. Require new development to meet the noise compatibility standards identified in Table N-1. |
| Policy N-1.2 | Noise Barriers, Buffers and Sound Walls. Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development. |
| Policy N-1.4 | New Development Near Major Noise Sources. Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures. |
| Policy N-1.8 | Vibration Impact Assessment. Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure. |

With regard to Policy N-1.1 and Plan RC Table N-1, Plan RC establishes the following relevant exterior and interior noise compatibility standards:

- Low Density Residential (single-family, duplex, mobile home): 60 CNEL exterior and 45 CNEL interior
- Medium or High Density Residential (multi-family, apartments): 65 CNEL exterior and 45 CNEL interior
- Lodging (motels/hotels): 65 CNEL exterior and 45 CNEL interior
- Schools: 70 CNEL exterior and 45 CNEL interior
- Playgrounds: 70 CNEL exterior
- Commercial (office/retail) 70 CNEL exterior and 60 CNEL interior
- Industrial, Manufacturing, and Utilities: 75 CNEL exterior and 70 CNEL interior

***City of Rancho Cucamonga Noise Ordinance.*** The Rancho Cucamonga Code of Ordinances, Chapter 17.66, Performance Standards, establishes standards to protect public health and safety and reduce adverse impacts on the community at large. Below is a summary of the city's standards that are relevant to the proposed Project.

- Section 17.66.050, Noise Standards, controls unnecessary, excessive, and annoying noise and vibration in the city and establishes noise standards by zone. Noise Zone I includes all single- and multiple-family residential properties and Noise Zone II includes all commercial properties.
    - Section 17.66.050.D exempts certain activities from the City's residential and commercial property noise standards, including noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys, provided said activities:
        - When adjacent to a residential land use, school, church, or similar type of use, the noise generating activity does not take place between the hours of 8 PM and 7 AM on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line (17.66.050.D.4.a).
        - When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10 PM and 6 AM on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standard of 70 dBA when measured at the adjacent property line (17.66.050.D.4.b).
    - Section 17.66.050.G establishes that all commercial and office operations and businesses shall comply with the following standards:
        - Commercial and office activities shall not create any noise that would exceed an exterior noise level of 65 dBA during the hours of 10 PM to 7 AM and 70 dBA during the hours of 7 AM to 10 PM when measured at an adjacent property line (17.66.050.G.1)
        - No person shall cause the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10 PM and 7 AM in a manner which would case a noise disturbance to a residential area.
        - No person shall cause or permit the repairing, rebuilding, modifying, or testing of any motor vehicle, motorcycle, or motorboat in such a manner as to increase a noise disturbance between the hours of 10 PM and 8 AM adjacent to a residential area.
- Section 17.66.070 establishes that operational uses, excluding off-site vehicles, shall comply with the following standards:
    - No vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments, nor shall any vibration produced exceed 0.002g peak at up to 50 cycles per second frequency (Hz), in a nonresidential zone within 300 feet of the source of vibration (see Section 17.66.030). Vibrations occurring at higher than 50 Hz of a periodic vibration shall

not induce accelerations exceeding 0.001g. Single-impulse periodic vibrations occurring at an average interval greater than five minutes shall not induce accelerations exceeding 0.01g (17.66.070 A).

- New development shall not cause vibration of more than 85 VdB within 200 feet of an existing structure (17.66.070 B).
- Uses, activities, and processes shall not generate vibrations that cause discomfort or annoyance to reasonable persons of normal sensitivity or which endangers the comfort, repose, health, or peace of residents whose property abuts the property line of the parcel (17.66.070 C).
- Uses shall not generate ground vibration that interferes with the operations of equipment and facilities of adjoining parcels (17.66.070 D).

- Section 17.66.110, Special Industrial Performance Standards, allows industrial uses to operate consistent with the overall characteristics of the land use category and surrounding industrial activity, based on the application of Class A, Class B, and Class C performance standards. Class A is the most restrictive noise standard and is used when on-site businesses require noise protection. Class B is for mixed uses with limited industrial activity. Class C is for industrial uses, such as the proposed Project, whose operations would produce noise and that need standards that protect basic health and safety. Relevant Class C industrial performance standards include:
  - Noise maximums of 85 dB at the lot line and 65 dB at a residential property line. Where a use occupies a lot abutting or separated by a street from a lot within the designated Class A or Class B standard or residential property, the performance standard of the abutting property shall apply at the common or facing lot line.
  - Vibration shall not be discernible without instruments by the average person beyond 600 feet from where the source is located. Vibration caused by motor vehicles, trains, and temporary construction and demolition is exempted from this standard.

***City of Rancho Cucamonga Standard Conditions of Approval.*** The City has existing regulations that relate to noise, compliance with which would reduce potentially negative environmental impacts. Compliance with the City's standard conditions is required for all new development and redevelopment in the city. The City's standard conditions of approval (COA) pertaining to noise and vibration that are relevant to the proposed Project are listed below and these would be imposed upon the Project along with other conditions of approval, as necessary, as part of the discretionary review process.

- Standard COA 5.13-1: For construction activities that do not involve pile driving occurring within 580 feet of residential, schools, churches, or similar uses or within 330 feet of commercial/industrial uses or for construction activities involving pile driving occurring within 1,000 feet of residential, schools, churches, or similar uses, or within 330 feet of commercial/industrial uses, or nighttime construction activities, as defined in Development Code Section 17.66.050, the city shall require that project applicants prepare a site-specific construction noise analysis demonstrating compliance with the noise standards of Development Code Section 17.66.050, as determined by the city. The analysis shall be completed prior to project approval and can be completed as part of the environmental review process for projects subject to CEQA. Potential project-specific actions that can feasibly achieve compliance include, but are not limited to, restrictions on construction timing to avoid nighttime hours, restrictions on the location of

equipment and vehicle use within the construction site, installing noise mufflers on construction equipment, use of electric-powered vehicles and equipment, use of sound blankets on construction equipment, and the use of temporary walls or noise barriers to block and deflect noise.

- Standard COA 5.13-2: To avoid or substantially lessen exposure to substantial permanent increases in traffic noise, the city shall, at the time of development application submittal, require the preparation of a traffic noise study that includes (1) the evaluation of potential traffic noise impacts of new noise sources (e.g., project-generated traffic noise increases) on nearby existing noise sensitive receptors (such as residential neighborhoods) and (2) require noise reduction measures (e.g., sound walls, rubberized asphalt) to prevent exposure of noise sensitive receptors to substantial noise increases, consistent with [Plan RC] Table N-1 and incremental increase standards of no greater than 3 dB where existing levels are below 65 dBA CNEL, 1 dB where existing levels are between 70 dBA CNEL and 75 dBA and any increase where existing levels are above 75 dBA CNEL, as determined by the city.

- Standard COA 5.13-3: The city shall require that project applicants analyze and mitigate potential noise impacts from new stationary noise sources (e.g., loading docks at commercial and industrial uses, mechanical equipment associated with all building types), to, as determined by the city, comply with the city's daytime (7:00 a.m. to 10:00 p.m.) standards of 65 dBA Leq/50 dBA Leq (exterior/interior) and nighttime (10:00 p.m.-7:00 a.m.) standards of 60 dBA Leq/45 dBA Leq (exterior/interior), described in Development Code Section 17.66.050(F). The analysis shall be prepared by a qualified acoustical engineer or noise specialist and completed prior to project approval and can be completed as part of the environmental review process for projects subject to CEQA. Potential project-specific actions that can feasibly achieve compliance include, but are not limited to, the use of enclosures or screening materials (e.g., landscape buffers, parapets, masonry walls) around stationary noise sources (e.g., heating, ventilation, and air conditioning systems, generators, heating boilers, loading docks) or of noise suppression devices (e.g., acoustic louvers, mufflers).

- Standard COA 5.13-4b: Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1), and when noise attenuation measures are required, prioritize site planning that reduces noise exposure over other attenuation measures, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

- Standard COA 5.13-4c: Applicants for development projects shall, at the time of application submittal, evaluate noise impacts for compliance with noise compatibility standards (Table N-1), and when noise attenuation measures are required, incorporate building orientation, design, and interior layout into the project to achieve compatible noise levels. For example, noise insulation materials (e.g., double-glazed windows and well-sealed doors) substantially lessen interior noise levels. In addition, interior building layouts that place active rooms, such as kitchens, between noise-sensitive rooms, such as bedrooms, and exterior noise sources, such as roadways, substantially lessen interior noise levels within the noise sensitive rooms.

- Standard COA 5.13-5a: For development involving construction activities within 500 feet of existing sensitive land uses (places where people sleep or buildings containing vibration-sensitive uses), the city shall require applicants, at the time of application

submittal, to prepare a project-specific vibration analysis that identifies vibration-reducing measures to ensure the project construction does not exceed applicable vibration criteria (e.g., FTA, Caltrans) for the purpose of preventing disturbance to sensitive land uses and structural damage. The analysis shall include, but is not limited to, the following requirements:

- Ground vibration-producing activities, such as pile driving, shall be limited to the daytime hours between 7:00 a.m. to 8:00 p.m. on weekdays and prohibited on Sundays and holidays.
- If pile driving is used, pile holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat a pile.
- Maximize the distance between construction equipment and vibration-sensitive land uses.
- Earthmoving, blasting and ground-impacting activities shall be prohibited from occurring at the same time if simultaneous activity would result in exceedance of vibration criteria.
- Where pile driving is proposed, alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, nondisplacement piles, pile cushioning, torque or hydraulic piles) shall be implemented when the project cannot otherwise demonstrate vibration levels in compliance with the structural damage threshold.
- Minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), soil conditions, and the fragility/resiliency of the nearby structures. Established setback requirements (100 feet for pile driving, 25 feet for other construction activity) can be revised only if a project-specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that demonstrates, as determined by the city, that the structural damage vibration threshold would not be exceeded.
- Minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) for the purpose of preventing negative human response shall be established based on the specific nature of the vibration producing activity (e.g., type and duration of pile driving), soil conditions, and the type of sensitive receptor. Established setback requirements (500 for pile driving, 80 for other construction) can be revised only if a project-specific ground vibration study demonstrates, as determined by the city, that receptors would not be exposed to ground vibration levels in excess of negative human response vibration threshold levels, depending on the frequency of the event and receiver type.
- All vibration-inducing activity within the established setback distances for preventing structural damage and negative human response shall be monitored and documented to compare recorded ground vibration noise and vibration noise levels at affected sensitive land uses to the applicable vibration threshold values. The results included recorded vibration data shall be submitted to the city.

## 4.13.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, the implementation of the proposed Project would have a significant impact related to noise or vibration if it would result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

b) Generation of excessive groundborne vibration or groundborne noise levels; or

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

With regard to criterion (a), the proposed Project would result in a significant construction noise impact if it would:

- Conflict with or violate an applicable provision of Municipal Code Section 17.66.050.D.4; or
- Result in more than a 3 dBA increase above the existing ambient noise level if the ambient noise level already exceeds the applicable Municipal Code standard contained in Section 17.66.050.D.4.

In addition, with regard to criterion (a), the proposed Project would result in a significant operational noise impact if it would:

- Conflict with or violate an applicable commercial and office noise standard identified in Municipal Code Section 17.66.050.G; or
- Conflict with or violate an applicable Special Industrial Performance Standard identified in Municipal Code Section 17.66.110; or
- Conflict with a policy in Plan RC in a manner that would result in a substantial permanent increase in ambient noise levels; or
- Cause or contribute to an increase in traffic noise levels at off-site locations by:
    - 5 dBA or more where the ambient noise level would remain below the City's General Plan exterior and interior noise compatibility guidelines; or
    - 3 dBA or more where the ambient noise level would increase or remain above the City's General Plan exterior and interior noise compatibility guidelines.

With regard to criterion (b), the proposed Project would result in a significant construction and/or operational vibration impact if it would:

- Generate construction-related vibration levels that exceed FTA annoyance criteria for frequent events at Category 1 (65 VdB), Category 2 (72 VdB), or Category 3 (75 VdB) buildings (see Table 4.13-6).
- Generate construction-related vibration levels that exceed Caltrans' guidance for potential structure damage to modern industrial and commercial structures (0.5 PPV inches/second) from continuous or frequent intermittent sources (see Table 4.13-7).

- Generate operations-related vibration levels that conflict with or violate an applicable provision identified in Municipal Code Section 17.66.070 or a Special Industrial Performance Standard identified in Municipal Code Section 17.66.110.
- Generate operations-related vibration levels that conflict with General Plan Policy N-1.

With regard to criterion (c), the proposed Project would expose people living or working in the Plan Area to excessive airport-related noise levels if they would conflict with an applicable airport land use compatibility plan or otherwise expose people to excessive airport-related noise levels from a public or private air facility (e.g., airport, heliport, or other aircraft-related facility).

## 4.13.4 – NOISE IMPACT ANALYSIS METHODOLOGY

This section summarizes the proposed Project's noise and vibration sources and the methods used to estimate and evaluate the Project's potential noise and vibration levels.

### Construction Noise

MIG estimated the proposed Project's potential construction noise impacts using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), Version 1.1, and guidance for conducting general, quantitative construction noise assessments contained in the FTA's Transit Noise and Vibration Impact Assessment Manual (see *"Federal Transit Administration"* discussion in Section 4.13.3).[7,5] The RCNM is a computer program that uses empirical data and sound propagation principles to predict noise levels associated with a variety of construction equipment and operations, and the FTA's guidance is a commonly used resource for assessing potential construction noise impacts in CEQA documents because the guidance includes procedures and recommendations tailored different project types, surrounding land uses, and the temporary and varying nature of construction noise.

As shown in Section 3, *Project Description*, Table 3-7 (Phase 1 Facility Construction Activity), Table 3-8 (Phase 2B Construction Activities), and Table 3-9 (Groundwater Well Construction Activities), Project construction would occur in phases:

- Phase 1 would construct the main facilities (i.e., the proposed PC, DC, Automatic Storage and Retrieval System (AS/RS), office space, and parking structure) and related on- and off-site improvements, such as the CVWD well and existing commercial building renovations. In addition, the foundation and other infrastructure required for the proposed cogeneration equipment would be installed as part of Phase 1; however, cogeneration equipment itself would be installed as part of Phase 2.
- Phase 2 would have two different options:
    - Phase 2A would renovate and improve the existing 7th Street warehouse.
    - Phase 2B would demolish the existing 7th Street warehouse and construct a new, smaller warehouse.

  Under both Phase 2 options, the proposed cogeneration equipment would be installed at the main facility and brought online. As described in the Section 4.3.4, *Air Quality Impact Analysis Methodology* (see the discussion "Construction Criteria Air Pollutant Emissions Methodology"), this EIR focuses on the evaluation of construction-related impacts under Phase 2B because Phase 2B would involve more intensive construction activities than

Phase 2A (e.g., building demolition and new construction instead of renovation work) and require more equipment to operate for a longer period of time. Phase 2B, therefore, would have the potential to result in more air and noise emissions than Phase 2A.

Project construction would include the demolition of existing facilities, site preparation and grading work, new building construction, renovation of existing buildings, paving, well drilling and installation (including an off-site water transmission line), off-site improvements to 6th Street and Haven Avenue (including utility work), and architectural coating activities. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips, which may occur on 6th Street, Haven Avenue, 7th Street, and Utica Avenue.

MIG used the RCNM to develop a series of construction activity models for the purpose of evaluating potential Project-related construction noise effects. The construction noise models are based on the Project's site plan and development assumptions for Phase 1 and Phase 2B (as shown and described in Chapter 3), and the equipment assumptions input into the RCNM to estimate potential construction noise levels are consistent with the California Emissions Estimator Model, or CalEEMod, inputs used to evaluate the proposed project's potential construction air quality impacts (see the "Construction Criteria Air Pollutant Emissions Methodology" discussion in Section 4.3.4, *Air Quality Impact Analysis Methodology)*. Construction noise levels were estimated at 12 receptors that either border or are directly across from the Project site, as summarized in Table 4.13-8. All but one of the receptors (R06, a daycare outdoor play yard) are property line receptors.

As shown in Table 4.13-8, only 2 of the 12 receptors are considered noise sensitive (R06, a outdoor play yard at the Good Steward Daycare, and R09, a Residence Inn hotel); the other 10 receptors consist of commercial or industrial properties that the City has also established construction noise standards for. While the construction noise models are based on the 37 different construction phases listed in Table 3-7 (Phase 1 Facility Construction Activity), Table 3-8 (Phase 2B Construction Activities), and Table 3-9 (Groundwater Well Construction Activities), not all construction phases were modeled because, from a noise perspective, many of the phases involve the same type of equipment operating in the same location and thus have the same potential to generate construction noise. Rather, MIG reviewed the CalEEMod equipment assumptions for each phase, identified the loudest equipment noise levels based on RCNM reference noise data, and developed 10 construction noise models that represent potential worst-case construction noise scenarios (i.e., the construction phases with the loudest equipment operating closest to receptors were modeled). Refer to Appendix J for the results of the equipment screening and resulting construction model development.

**Table 4.13-8**
**Modeled Construction Noise Receptors**

| ID | Location | Receptor Type and Land Use[(A)] |
|---|---|---|
| R01 | Northwest Site Boundary | Commercial - Insurance Services Building |
| R02 | Across 7th Street | Commercial – Haven Commerce Center |
| R03 | Across 7th Street | Manufacturing/Industrial – Mattress/Foam Corporation |
| R04 | Across Utica Avenue | Commercial – Logistics Warehouse |
| R05 | Across Utica Avenue | Commercial – Logistics Warehouse |
| R06 | Across Utica Avenue | School - Good Steward Daycare outdoor play yard[(B)] |
| R07 | Across Utica Avenue | Commercial – Strip Mall (Multi-Tenant) |
| R08 | Across 6th Street | Commercial – Logistics Warehouse |
| R09 | Across 6th Street | Commercial – Hotel (Residence Inn) |
| R10 | Across Haven Avenue | Commercial – Gas Station/Restaurant |
| R11 | Across Haven Avenue | Commercial – Professional/Medical Offices |
| R12 | Across Haven Avenue | Commercial – Professional/Medical Offices |

(A) All receptors except R06 are property line receptors, meaning that the receptor could be at any point on the property line and not the specific location depicted in Exhibit 4.13-3.

(B) School uses are subject to a more restrictive construction noise standard (65 dBA Leq) than commercial uses (70 dBA Leq). Therefore, the treatment of the day care facility as a school provides a higher level of protection than the underling zoning/commercial development would provide.

Consistent with FTA-recommended guidance for general construction noise assessments, the construction noise models assume the two loudest pieces of equipment are operating concurrently in the center of construction work areas as follows:

- Phase 1: Due to the large size of the project site, Phase 1 work areas were divided into subareas based on the modeled construction activity.
    - Activities that would occur throughout the site (demolition, site preparation, grading, PC/DC/ASRS, office, and parking garage construction and coatings, and paving), Phase 1 was divided into northwest, northeast, southeast, and southwest quadrants. The division of the Phase 1 work area into quadrants for these distributed activities reduces the modeled distance between equipment and receptors because the center of each quadrant is closer to the nearest receptor than the center of the overall project site. For example, Phase 1 site preparation grading activities would occur closest to R01, which borders the Project site to the northwest, while Phase 1 DC demolition activities would occur closest to R07 and R08, which are directly across from the Project's southeast boundary. Accordingly, MIG modeled site preparation and grading activity noise from the northwest quadrant, while DC demolition noise was modeled from the southeast quadrant.
    - Activities that would occur in smaller, specific areas (office building demolition, commercial building renovation, and well construction) were modeled from the center of these defined work areas.
- Phase 2B activities would occur in specific areas (the 7th Street Warehouse property or the cogeneration facility area in the new DC). Accordingly, these activities were modeled from the center of these defined work areas.

The modeled construction work areas for Phase 1 and Phase 2 construction activities, as well as the locations of R01 through R12 are shown in Exhibit 4.13-3. The RCNM input distances between modeled construction noise receptors and modeled work areas are shown in Table 4.13-9. Only construction activities occurring within 1,000 feet of a modeled receptor with a direct line of sight to the work area were evaluated because beyond this distance construction activities would be unlikely to result in a substantial temporary increase in noise levels.[ii] For all receptors except R06, the input distance is based on the shortest distance from the center of the modeled work area to the receptor property line.

**Table 4.13-9**
**Summary of Modeled Work Areas and RCNM Input Distances**

| Construction Work Area | Distance (in Feet) to Modeled Construction Noise Receptor(A) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R01 | R02 | R03 | R04 | R05 | R06 | R07 | R08 | R09 | R10 | R11 | R12 |
| **Phase 1** | | | | | | | | | | | | |
| Northwest Quadrant(B) | 270 | 615 | 780 | 905 | 820 | -- | -- | -- | 880 | 700 | 505 | 450 |
| Northeast Quadrant(B) | 560 | 825 | -- | 500 | 320 | 920 | 775 | 870 | 995 | -- | 970 | 940 |
| Southeast Quadrant(B) | 970 | -- | -- | 940 | 590 | 730 | 410 | 385 | 675 | -- | -- | -- |
| Southwest Quadrant(B) | 770 | -- | -- | -- | 910 | -- | 910 | 680 | 380 | 500 | 530 | 865 |
| Office Demolition Area | 640 | 975 | -- | -- | -- | -- | -- | 950 | 565 | 355 | 280 | 620 |
| Office Renovation Area | 885 | -- | -- | -- | -- | -- | -- | 905 | 395 | 200 | 340 | 815 |
| Well Drilling Area | -- | -- | -- | -- | 680 | 500 | 130 | 320 | 855 | -- | -- | -- |
| **Phase 2B** | | | | | | | | | | | | |
| Phase 2B East | 515 | 580 | 195 | 290 | 480 | -- | -- | -- | -- | -- | -- | 935 |
| Phase 2B West | 670 | 765 | 290 | 120 | 365 | -- | -- | -- | -- | -- | -- | -- |
| Cogeneration Area | 840 | -- | 885 | 690 | 350 | 665 | 465 | -- | -- | -- | -- | -- |

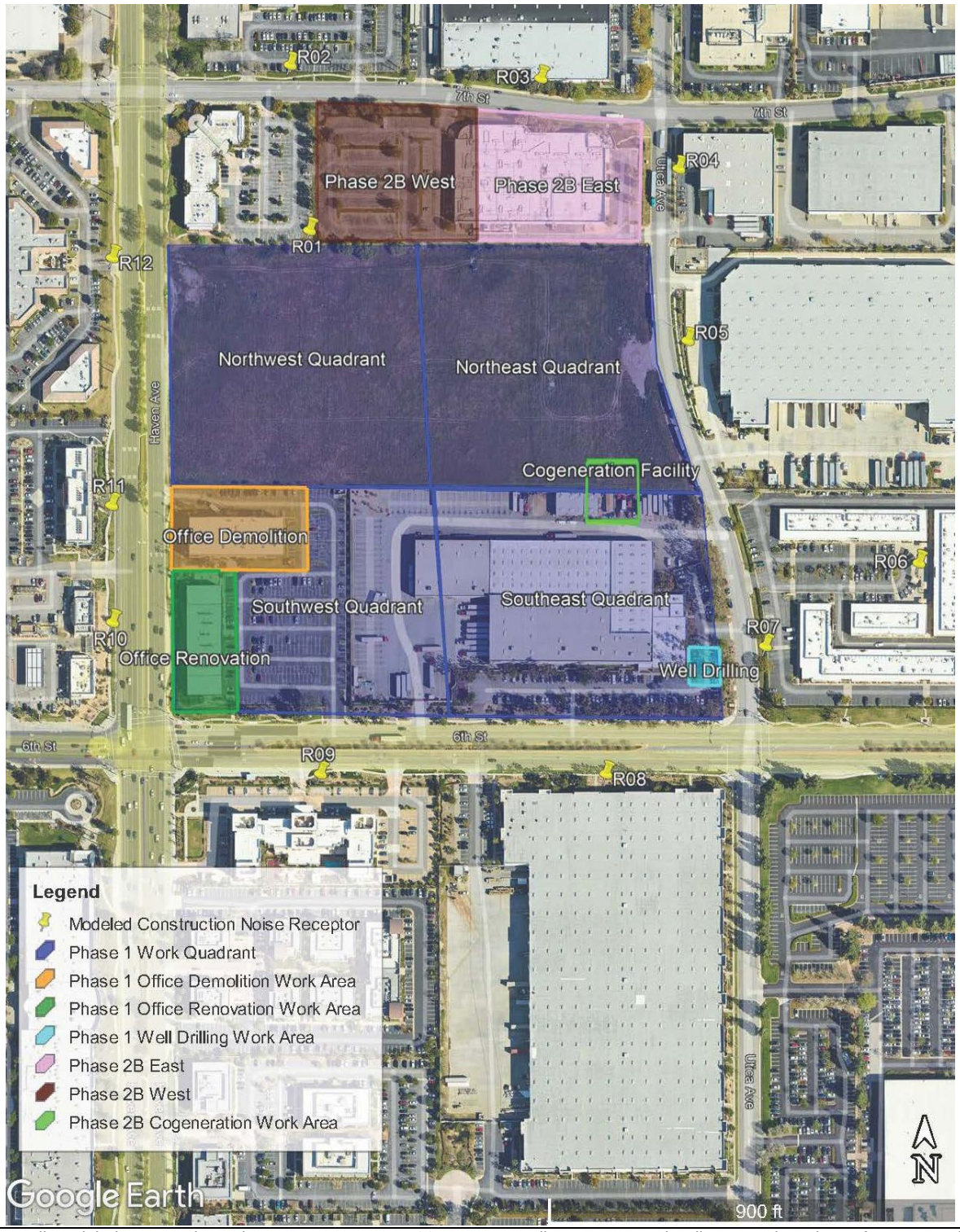
Source: MIG (see Appendix J)

(A) "—" indicates the receptor is either more than 1,000 feet away from the work area or does not have a line of sight to the work area due to an existing or future building, structure, etc.

(B) All quadrants would include site preparation, grading, building construction and coating application, and paving activities. Demolition would only occur in the southeast and southwest quadrants.

[ii] While construction equipment may theoretically be audible far from the source, in practice ambient noise from wind, roadway traffic, and other land uses is louder than equipment operating 1,000 feet away. For example, the noise from a bulldozer (81 dBA $L_{eq}$ at 50 feet, see Appendix J) would theoretically attenuate with distance to 50 dBA $L_{eq}$ at 1,000 feet without any additional attenuation from soft ground cover, atmospheric effects, or shielding by walls, buildings, etc. For this reason, at 1,000 feet the noise environment at a potential receptor would primarily be a function of the local noise sources and not construction equipment.

**Exhibit 4.13-3**
**Modeled Construction Work Areas and Construction Noise Receptors**




*Note: All modeled construction noise receptors except R06 are property line receptors. The discrete points shown for property line receptors are representative. Construction noise modeling is based on the distance between the center of the work area and the closest point on the receptor property line.*

**Operational Noise**

The proposed Project would generate noise from the operation of beverage distribution and related facilities such as professional offices and office buildings, maintenance facilities and buildings, and parking areas. Some facilities and operations, such as office buildings and the new DC, would be similar to the existing operations at the site, while other facilities and operations, such as the elevated truck deck, PC, ASRS, and cogeneration equipment would be new activities and equipment that are not currently at the site.

The proposed Project would include both on- and off-site noise-generating activities. On-site noise would come from the operation of mobile and stationary equipment in specific areas (e.g. drive aisles and parking areas, equipment operating areas) and would affect the land uses that border or are directly adjacent to the noise source or activity. Off-site noise would come from passenger vehicles and trucks traveling to and from the Project site and would affect the land uses along the roads used to access the Project site.

***On-Site Noise Analysis Methodology:*** The proposed Project would modify the existing facilities and operations at the site and add new stationary noise generating equipment to the site, as follows:

- Facility Modifications. The proposed Project would:
    - Replace the existing, approximately 129,000 square-foot beverage DC facility with a new, larger building (approximately 624,000 square feet in size, including office space) that would include a PC, DC, ASRS, and office components. The main building would generally be located in the center of the Project site (see Section 3, *Project Description*, Exhibit 3-5, Conceptual Site Plan), with ground and elevated truck docks along the building's northern and eastern façade, respectively. The Project, therefore, would result in truck loading and unloading activities being closer to the land uses north and east of the Project site than existing conditions. The Project would also expand and relocate truck/trailer parking and storage areas from the northern and eastern side of the existing beverage facility to a dedicated area on the north side of the new building.
    - Replace one of the two existing office buildings (and associated parking areas) in the southwest corner of the Project site with a new, four-story, above ground parking structure. The remaining office building would be renovated and occupied by the Project for office, administration, and marketing services.
    - Relocate existing fleet shop and maintenance facilities and other services (currently housed in the existing beverage DC facility) to the 7th Street Warehouse. As explained above, the 7th Street Warehouse may either be renovated (Phase 2A) or demolished and replaced with a new building (Phase 2B) in support of the relocation of these services.
    - Include development of a CVWD groundwater supply well in the southeastern corner of the site.

- Operational Changes: The beverage DC facility that was in operation when the NOP was issued operated 24 hours per day, 6 days per week (Monday to Saturday), with employees generally working one of three shifts as outlined in Section 3.5, *Project Characteristics*. The existing offices and 7th Street warehouse facilities operate Monday to Friday, approximately 9 AM to 5 PM. The proposed PC, DC, and ASRS facility would operate 24 hours a day, 7 days a week, with the same employee shift changes

throughout the day as existing conditions. Office and administrative services, as well as fleet shop and maintenance staff, would continue to operate Monday to Friday from approximately 8 AM to 5 PM.

- New Noise Generating Equipment: The addition of the PC and ASRS to the Project site would add new stationary equipment, including up to three boilers, two cogeneration facility generators, one back-up generator, and the new well pump. Most equipment would be shielded or located indoors (i.e., not produce exterior noise); however, some equipment, including cogeneration equipment, cooling fans, gas and liquid storage tanks, transfer/conveyance pipes, and valves, and other mechanical equipment and could be located on the perimeter or exterior of the proposed buildings to minimize internal heat loads.

    - Boilers: The proposed Project would include up to three (3) natural gas fueled boilers, each with a rated capacity of 600 horsepower (or approximately 24.8 MMBTU per hour). One (1) primary and one (1) backup boiler would be installed during Phase 1. A second primary boiler would be installed as part of Phase 2. The boilers would be located inside the PC building and would not substantially contribute to noise levels at adjacent land uses. Thus, they are not considered further in this EIR analysis.
    - Cogeneration System Generators. The proposed Project would include two (2) natural gas fueled generators, assumed to be a Jenbacher Model J420 GS-E802 or a similar design.[8] The generators would be located on the east side of the Project site, near the PC, ASRS, and elevated truck dock area (see Section 3, *Project Description*, Exhibit 3-5, Conceptual Site Plan). The system would be located behind metal panels that would visually screen but not acoustically shield the system from surrounding land uses. Each generator would have a rated capacity of 2,146 brake horsepower. At ground level, the cogeneration system (generator, compressors, pumps, pipes, etc.) would produce an aggregate sound pressure level of 100 dBA at 3.3 feet. The exhaust gas flow exiting the stack could produce a noise level of up 115 dBA at approximately 3.3 feet; however, the proposed Project would direct exhaust gases to air pollution control and $CO_2$ extraction equipment that would cool and slow the exhaust gases before exiting the stack, reducing pressure differences, flow rates, and potential noise levels from the stack tip. In addition, in the event the $CO_2$ extraction system is bypassed, the bypass stack would be equipped with a silencer that would dampen and absorb noise from the hotter, higher velocity exhaust gases that would occur during direct venting to the atmosphere, which is anticipated to occur during maintenance and other limited operational periods. The maximum noise level from the release of exhaust gas at either the primary or bypass stack tips is assumed to be 90 dBA at approximately 3.3 feet.
    - Backup Generator: The proposed Project would include two (2), approximately 1,500 kW (2,000 horsepower) backup generators, assumed to be a Rolls Royce MTU Model 12V4000 or a similar design.[9] At full load, each generator could produce a noise level of 92.2 dBA at distance of 23 feet. The backup generators would be tested monthly but would only operate during emergencies or sustained power outages when the cogeneration system is not in operation.

- Increases in Vehicle and Truck Traffic: The existing uses at the Project site generate 818 daily passenger vehicle trips and 297 daily truck trips, for a total of 1,115 total daily vehicle trips. The proposed Project would, for both Phase 1 and Phase 2, generate

1,930 daily passenger vehicle trips and 1,300 daily truck trips, for a total of 3,230 total daily vehicle trips. Thus, the proposed Project would result in a net increase of 1,112 daily passenger vehicle trips, 1,003 daily truck trips, and 2,115 total daily vehicle trips from the site.[4] Passenger vehicles are anticipated to occur on local roads including 6th Street and Haven Avenue. Passenger vehicles would access the site through a driveway on Haven Avenue and park in a proposed parking garage in the southwest portion of the site. Truck trips are anticipated to occur on 6th Street, Haven Avenue, 7th Street, and Utica Avenue, and would access the site through driveways on 7th Street and Utica Avenue. On-site truck travel would occur along several drive aisles. A north-south drive aisle would connect the northern driveway (7th Street driveway) with an east-west drive aisle that would be located north of the proposed DC. From the east-west drive aisle, trucks could access the docks along the northern side of the proposed DC or access a north-south drive aisle along the eastern portion of the Project site. This drive aisle would provide access to the docks on the eastern side of the proposed PC and the driveway on Utica Avenue. Trucks would park along the northern and eastern portions of the Project site.

MIG evaluated the Project's potential Phase 1 and Phase 2 on-site noise levels using measurements of actual equipment and trucking activity noise levels collected at the existing Rancho Cucamonga DC and Downey PC/DC (see Table 4.13-2 to Table 4.13-5), with the exception of the cogeneration system and backup generators, which are based on the manufacturer's specifications described above.[iii] The Downey PC/DC has similar operations as the proposed Project and, therefore, the noise levels measured at the Downey PC/DC are considered representative of the type of equipment that would be installed at the Project site; however, since specific equipment has not yet been selected for the proposed Project, a 3 dBA increase was applied to the stationary equipment noise levels measured at the Downey PC/DC to account for the potential installation of slightly different and/or larger equipment at the new Rancho Cucamonga facility. The 3 dBA increase in actual measured noise levels conservatively allows for a doubling of the size or amount of measured equipment operations in Downey.

***Off-Site Noise Analysis Methodology:*** Off-site traffic noise levels were computed using the FHWA Traffic Noise Model (TNM), Version 3.1.[10] The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute traffic noise levels at user-defined receptor distances from the roadway center. The TNM modeling conducted for this EIR incorporates assumptions about motor vehicle traffic and noise levels that are likely to overestimate potential traffic noise levels; specifically, calculations are based on "hard" site conditions, do not incorporate any natural or artificial shielding, and assume all vehicles travel at the posted speed limit. Roadway segments were modeled as straight-line segments without any flow controls. Modeled noise levels, therefore, represent free-flow traffic conditions. Existing average daily traffic (ADT) volumes and the time-of-day traffic mix (day, evening, night) were obtained from the Plan RC EIR.[3] Project traffic volumes were obtained from the TIA prepared for the Project and added to existing and future traffic volumes for the two key roads that would be used to access the Project site: Haven Avenue and 6th Street.**Error! Bookmark not defined.**

### Groundborne Vibration

Project construction activities would involve the use of large equipment capable of generating ground-borne vibrations. Construction equipment and activities are categorized by the nature of

[iii] The Downey PC/DC did not have a cogeneration system and was not testing its backup generator at the time noise measurements were made at the Downey PC/DC. Thus, empirical noise data from the Downey PC/DC is not available for these noise sources.

the vibration they produce. Equipment or activities typical of continuous vibration sources could include excavation equipment, static compaction equipment, and vibratory pile drivers. Equipment or activities typical of transient sources (single-impact) or low-rate, repeated impact vibration could include impact pile drivers. Pile drivers and other pieces of high impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened and/or penetrated to achieve grading and foundation design requirements. Based on the conditions at the Project area, the use of large pile driving equipment is not expected to be required and, therefore, potential vibration impacts from this equipment are not considered in this analysis. Blasting activities produce the highest levels of ground vibration; however, the proposed Project is not anticipated to require any blasting and, therefore, potential vibration impacts from blasting are also not considered in this analysis.

MIG estimated potential construction-related groundborne vibration impacts use methodologies, reference noise levels, and typical equipment usage and other operating factors documented and contained in the FTA's Transit Noise and Vibration Impact Assessment document and Caltrans' Transportation and Construction Vibration Guidance Manual.[5,6] Reference levels are vibration emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics. The equipment assumptions used to estimate potential construction vibration levels are based on, and consistent with CalEEMod equipment assumptions used to evaluate the proposed Project's potential construction air quality impacts (see the "Construction Criteria Air Pollutant Emissions Methodology" discussion in Section 4.3.4, *Air Quality Impact Analysis Methodology)*.

## 4.13.5 – IMPACTS AND MITIGATION MEASURES

### Existing Noise Regulations (Temporary Construction Impacts)

***Impact NOISE-1 – Would the project generate a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance?***

*Analysis of Impacts*

As described in Section 4.13.4, MIG estimated the proposed Project's short-term construction related noise impacts using the FHWA RCNM, FTA guidance for general construction noise assessments, and project-specific work areas and equipment assumptions consistent with the evaluation of the Project's potential air quality impacts. The results of this modeling and a discussion regarding the significance of the Project's construction noise levels are provided below.

*Phase 1, Phase 2A, and Phase 2B Temporary Construction Impacts.* The magnitude of the Project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (e.g., demolition, grading, building construction, paving, etc.), the distance between the construction activity and surrounding land uses/modeled receptor, the type of land use that could be affected by construction noise (e.g., commercial, school, etc.), and the existing ambient noise levels at the affected land use. Most Project construction activities would take place on the interior part of the site, hundreds of feet or more from off-site receptors, with buildings, trucks, and other features reducing the amount of construction noise that would be audible at adjacent land uses.

The Project's modeled construction noise levels during the different phases of construction are

discussed below and summarized in Table 4-13.10 and Table 4.13.11.

- Phase 1 would involve the demolition of the beverage DC facilities, site preparation and grading work, construction of the proposed PC, DC, AS/RS, office and parking structures, paving, minor street improvements in the Haven Avenue and 6th Street right-of-way (ROW), and the construction of a groundwater well and water transmission pipeline on 6th Street and Cleveland Avenue. Phase 1 would involve the most construction equipment operating at the site and would occur over the longest timeframe (approximately 24 months).

    - On-Site Construction (including well drilling and 6th Street/Haven Avenue improvements): As shown in Table 4.13-10, modeled Phase 1 construction activities would, at worst-case, produce noise levels less than 65 dBA $L_{eq}$ at the modeled daycare receptor (R06) and less than 70 dBA $L_{eq}$ at modeled commercial receptors R01, R02, R03, R04, R05, R06, R10, and R12. Construction noise levels at these receptors, therefore, would not exceed the City's performance standards and would not result in a significant impact.

      Modeled Phase 1 activities would, at worst-case, produce noise levels above 70 dBA $L_{eq}$ at modeled commercial receptors R07, R08, R09, and R11, generally during demolition, site preparation and grading, building construction, and paving activities; however, as shown in Table 4.13-11, the existing ambient noise level at R08, R09, and R11 already exceeds the City's construction noise standard for commercial land uses (70 dBA $L_{eq}$). Therefore, the Project's potential temporary increase in noise levels above ambient conditions at R08, R09, and R11 is used to evaluate potential impacts at these receptors. As shown in Table 4.13-11, the modeled construction noise levels at R08 and R09 would be 2.5 dBA and 0.1 dBA above existing ambient conditions, while modeled construction noise levels at R11 would be 0.9 dBA lower than existing ambient noise levels. Since construction noise levels at R08, R09, and R11 would not be more than 3 dBA above the existing ambient conditions, this impact would be less than significant.

      As described above, at all receptors except R07, modeled Phase 1 construction noise levels would either not exceed City standards or, where the existing ambient noise level already exceeds the City's standard, would not result in more than a 3 dBA $L_{eq}$ increase in ambient noise levels. Phase 1 construction noise would exceed the City's 70 dBA $L_{eq}$ standard at R07, the commercial development on Utica Avenue adjacent to the southeast corner of the Project site. This is considered a potentially significant impact.

    - Off-Site Water Transmission Line: Water transmission line construction would occur within the 6th street and Cleveland Avenue ROW where traffic noise levels are highest. The linear nature of this improvement would limit equipment operations in any one area and would not have the potential to generate noise levels that would be more than 3 dBA $L_{eq}$ above daytime traffic noise levels at the ROW boundary. This impact would be less than significant.

- Phase 2A tenant improvements would consist of building renovations at the 7th Street warehouse. Phase 2A construction activities are estimated to last at least eight months. and would be less intensive than Phase 1 and Phase 2B construction activities because building renovations would require less heavy construction equipment and retaining the existing building would provide shielding to certain receptors. Construction noise modeling for Phase 1 office renovations (69.8 dBA $L_{eq}$; see Table 4.13-10) indicates

Phase 2A office renovations would, at worst case, not exceed the City's 70 dBA $L_{eq}$ standard at R01, R02, R03, or R04 or R05. The PC, DC, ASRS, and other structures built as part of Phase 1 would shield all other receptors from Phase 2A construction activities. This impact would be less than significant.

- Phase 2B Redevelopment of 7th Street Warehouse would consist of the demolition and reconstruction of the 7th Street warehouse. Phase 2B construction activities are estimated to last approximately 18 months. As shown in Table 4.13-10, Phase 2B activities would produce noise levels above the City's 70 dBA $L_{eq}$ commercial standard at modeled receptors R01, R02, R03, R04, and R05; the PC, DC, ASRS, and other structures built as part of Phase 1 would shield all other receptors from Phase 2B construction activities. The potential for Phase 2B construction activities to exceed the City's standard at R01, R02, R03, R04, and R05 is considered a potentially significant.

- Phase 2 Cogeneration facility installation would occur as part of either Phase 2A or 2B (i.e., it would occur in Phase 2 regardless of the option selected). As shown in Table 4.13-10, cogeneration facility installation would not exceed the City's construction noise standard at either daycare (R06; 65 dBA $L_{eq}$) or commercial land uses (R04, R05, R07; 70 dBA $L_{eq}$). This impact would be less than significant.

**Table 4.13-10**
**Summary of Modeled Construction Noise Levels**

| Construction Work Area | Modeled Construction Noise Level at Receptor (dBA $L_{eq}$)[(A),(B),(C)] | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **R01** | **R02** | **R03** | **R04** | **R05** | **R06** | **R07** | **R08** | **R09** | **R10** | **R11** | **R12** |
| **Phase 1** | | | | | | | | | | | | |
| Northwest Quadrant[(D)] | 69.8 | 62.2 | 61.5 | 59.4 | 59.7 | -- | -- | -- | 59.1 | 62.3 | 65.8 | 66.1 |
| Northeast Quadrant[(D)] | 63.0 | 61.2 | -- | 65.8 | 67.9 | 58.7 | 64.1 | 59.2 | 59.0 | -- | 58.7 | 58.8 |
| Southeast Quadrant[(D)] | 59.4 | -- | -- | 61.0 | 66.9 | 61.9 | **71.7** | **72.9** | **70.5** | -- | -- | -- |
| Southwest Quadrant[(D)] | 60.3 | -- | -- | -- | 58.7 | -- | 58.4 | 65.5 | 66.4 | 65.4 | 65.0 | 62.4 |
| Office Demolition Area | 63.3 | 59.3 | -- | -- | -- | -- | -- | 62.5 | 64.8 | 69.9 | **70.6** | 67.6 |
| Office Renovation Area | 57.3 | -- | -- | -- | -- | -- | -- | 60.5 | 66.5 | 69.8 | 67.3 | 61.3 |
| Well Drilling Area | -- | -- | -- | -- | 67.0 | 64.7 | **76.2** | **71.2** | 63.0 | -- | -- | -- |
| **Phase 2B** | | | | | | | | | | | | |
| Phase 2B East | 64.5 | 66.6 | **73.1** | **71.6** | **70.5** | -- | -- | -- | -- | -- | -- | 59.3 |
| Phase 2B West | **73.1** | **71.8** | **71.6** | 62.4 | 62.1 | -- | -- | -- | -- | -- | -- | -- |
| Cogeneration Area | -- | -- | -- | 61.6 | 68.9 | 60.0 | 68.7 | -- | -- | -- | -- | -- |

Source: MIG (see Appendix J)

(A) Modeled construction noise levels are based on the activity with the loudest equipment occurring nearest to the modeled receptor. "--" indicates the activity would not impact the modeled receptor because the receptor is either more than 1,000 feet away from the work area or does not have a line of sight to the work area due to an existing or future building, structure, etc.

(B) **Bold** values indicate the estimated noise level exceeds the City's applicable construction noise standard of 65 dBA $L_{eq}$ for receptor (R06) or 70 dBA $L_{eq}$ for all other receptors.

(C) Modeled noise levels are not additive because activities would not impact the same point on the property line the same way.

(D) All quadrants would include site preparation, grading, building construction and coating application, and paving activities. Demolition would only occur in the southeast and southwest quadrants.

**Table 4.13-11**
**Comparison of Modeled Construction Noise Levels to Existing Ambient Noise Level and City Construction Noise Standard**

| Modeled Receptor | City Construction Noise Standard (dBA $L_{eq}$) | Existing Ambient Noise Level (dBA $L_{eq}$)[(A)] | Highest Modeled Construction Noise Level (dBA $L_{eq}$)[(B)] | |
|---|---|---|---|---|
| | | | Phase 1 | Phase 2B[(C)] |
| **7th Street Receptors** | | | | |
| R01 (Commercial) | 70 | 62.6 | 69.8 | 73.1 |
| R02 (Commercial) | 70 | 62.6 | 62.2 | 71.8 |
| R03 (Commercial) | 70 | 62.6 | 61.5 | 73.1 |
| **Utica Avenue Receptors** | | | | |
| R04 (Commercial) | 70 | 57.8 | 65.8 | 71.6 |
| R05 (Commercial) | 70 | 57.8 | 67.9 | 70.5 |
| R06 (School) | 65 | 66.5 | 64.7 | 60.0 |
| R07 (Commercial) | 70 | 66.5 | 76.2 | 68.7 |
| **6th Street Receptors** | | | | |
| R08 (Commercial) | 70 | 70.4 | 72.9 | -- |
| R09 (Commercial) | 70 | 70.4 | 70.5 | -- |
| **Haven Avenue Receptors** | | | | |
| R10 (Commercial) | 70 | 71.5 | 69.9 | -- |
| R11 (Commercial) | 70 | 71.5 | 70.6 | -- |
| R12 (Commercial) | 70 | 71.5 | 67.6 | 59.3 |

Source: MIG (see Appendix J)

(A) See Table 4.13-2 and 4.13-3. Existing ambient noise levels are based on ST-06 (7th Street receptors), ST-02 and ST-03 (Utica Avenue receptors), ST-04 (6th Street receptors), and ST-05 (Haven Avenue receptors).

(B) See Table 4.13-10.

(C) "--" indicates the activity would not impact the modeled receptor because the receptor is either more than 1,000 feet away from the work area or does not have a line of sight to the work area due to an existing or future building, structure, etc.

As described above, construction activities from Phase 1 and Phase 2B could exceed the City's 70 dBA construction noise standard for commercial land uses established by Development Code Section 17.66.050. To reduce construction noise levels, the City shall require the applicant to implement Mitigation Measure NOI-1, which would restrict work hours to periods when humans are less sensitive to elevated noise levels in accordance with Development Code requirements, implement construction staging and equipment noise control measures, and require installation of a temporary noise barrier between work areas and affected properties. The implementation of Mitigation Measure NOI-1 would reduce construction noise levels by 5 dBA to 7 dBA at individual receptor locations during the daytime, with the greatest reductions occurring at R07 due to a greater barrier height next to the well site than at other locations. The implementation of Mitigation Measure NOI-1 would avoid the potential for Project construction noise levels to exceed development code standards which would result in a substantial temporary increase in noise levels and, therefore, results in potential Project construction noise levels that are less than significant with mitigation.

*Phase 2 Temporary Construction Impacts and Phase 1 Operational Impacts.* As described above, Phase 2 construction activities are assumed to commence immediately following the completion of Phase 1 construction activities. Thus, Phase 2 construction noise levels could temporarily combine with Phase 1 operational noise levels. As evaluated under Impact NOISE-2, the Project's Phase 1 total operational noise levels (see Table 4.13-15) could reach 69.8 dBA $L_{eq}$ at the northern property line (R01), 73.2 dBA $L_{eq}$ at the eastern property line (adjacent to R04, R05, R06, and R07), 71.6 dBA $L_{eq}$ at the southern property line (adjacent to R08 and R09), and 60.8 at the western property line (adjacent to R10, R11, and R12). At R01, worst-case construction noise levels could reach 73.1 dBA $L_{eq}$ during Phase 2B (see Table 4.13-10). Phase 1 operational noise levels at R01 (69.8 dBA $L_{eq}$) would be less than Phase 2B construction noise and, therefore, would not substantially change construction or operational noise levels at R01. Similarly, worst-case construction noise levels at receptors R04 through R07 could be reach approximately 69 dBA $L_{eq}$, which would be lower than, and would not substantially change, Phase 1 operational noise levels at R04 to R07 (73.2 dBA $L_{eq}$). As shown in Table 4.13-15, Phase 2B construction activities would not affect receptors adjacent to the Project's southern and western property lines and, therefore would not substantially change operational noise levels at these receptors. In sum, combined Phase 1 operational noise levels and Phase 2 construction noise levels would not be substantially different than individual construction and operational noise levels at modeled receptors. Thus, the temporary combination of Phase 1 operational noise levels and Phase 2 construction noise levels would continue to result in a potentially significant impact at receptors R01 through R05 that would require the implementation of Mitigation Measure NOI-1.

*Level of Significance Before Mitigation*

*Phase 1 and Phase 2A or Phase 2B Temporary Construction Noise Levels.* Potentially significant temporary increase in ambient noise levels in excess of standards established in Development Code Section 17.66.050.

*Phase 1 Operations and Phase 2A or Phase 2B Temporary Construction Noise Levels.* Potentially significant temporary increase in ambient noise levels in excess of standards established in Development Code Section 17.66.050.

*Mitigation Measures*

**NOI-1** **Reduce Construction Noise Levels.** To reduce potential construction noise to levels that are consistent with the City's 70 dBA $L_{eq}$ standard for commercial land uses, the City shall require the applicant and/or its designated contractor, contractor's representatives, or other appropriate personnel to implement the following measures during construction activities:

1. *Restrict Work Hours.* All construction-related work activities, including material deliveries, shall be subject to the requirements of Municipal Code Section 17.66.050(D)(4). Construction activities, including deliveries, shall only occur during the hours of 7:00 AM to 8:00 PM on weekdays and Saturday, and shall not occur on Sunday. The applicant and/or its contractor shall post a sign at all entrances to the construction site informing contractors, subcontractors, construction workers, etc. of this requirement.

2. *Construction Staging and Equipment Noise Control Measures*.

    a) Construction site access and staging activities such as receipt of deliveries, equipment and material storage, etc., shall occur as far away as possible from occupied parts of land uses (e.g., buildings, outdoor areas) adjacent to the Project site given site and active work constraints.
    b) All stationary noise generating equipment shall be shielded and located as far as possible from adjacent land uses given site and active work constraints. Shielding may consist of trailers, stored materials, or a three- or four-sided enclosure provided the structure/barrier breaks the line of sight between the equipment and the receptor, provides for proper equipment ventilation and operations, and complies with all other applicable occupational safety and health requirements..
    c) Heavy equipment shall include standard noise suppression devices such as mufflers, engine covers, and engine/mechanical isolators, mounts, etc. Equipment and noise suppression devices shall be maintained in accordance with manufacturer's recommendations while on-site.
    d) Pneumatic tools shall include a suppression device on the compressed air exhaust.
    e) Connect to existing electrical service to power stationary and portable equipment (e.g., pumps, generators, compressors, and welding sets). This measure shall be subject to the approval of the local electric utility.

3. *Construction Activity Noise Control Measures:*

    a) Demolition Sequencing: Demolition/deconstruction activities shall be sequenced to take advantage of existing shielding/noise reduction provided by existing buildings, parts of buildings, and/or other structures (e.g., construction trailers), and shall use methods that minimize noise and vibration, such as sawing concrete blocks instead of crushing or other pulverization activities, unless there are project-specific technical and logistical constraints that require such activities.
    b) *Install Phase 1 Construction Noise Barrier.* During all Phase 1 demolition, site preparation, grading, structure foundation work (e.g., excavation, pad pour, etc.), paving, and well drilling activities, the applicant shall install and maintain a physical noise barrier along the portion of the southeast perimeter of the site from 6$^{th}$ Street north (i.e., adjacent to Utica Avenue) a distance of 500 feet. The barrier shall be installed at-grade (or mounted to structures located at-grade, such as a K-rail) and extend to a height of at least six (6) feet above grade, except adjacent to the well drilling area, where the barrier shall extend to a height of 10 feet above grade, and shall consist of a solid material that is free of openings or gaps (other than weep holes) and that has a minimum rated transmission loss value of 25 dB adjacent to the well drilling area and 20 dB in all other areas. Potential materials that are capable of achieving required noise level reductions include nominal 0.5-inch plywood (20 dB), nominal 0.75-inch plywood (25 dB), commercially available acoustic panels, blankets, or other products, or any combination of noise barriers and

commercial products that achieve a minimum transmission loss value of 20 dB or 25 dB as required. The barrier may be removed following the completion of all Phase 1 demolition, site preparation and grading, structure foundation, paving, and well drilling within the 7-acre southeast quadrant shown in EIR Exhibit 4.13-3.

c) *Install Phase 2B Construction Noise Barrier.* During all Phase 2B demolition, site preparation, grading, structure foundation (e.g., excavation, pad pour, etc.), and paving work, the applicant shall install and maintain a physical noise barrier along the Phase 2B northern, eastern, and western boundary. The noise barrier shall be installed at-grade (or mounted to structures located at-grade, such as a K-rail) and shall extend to a height of at least six (6) feet above grade. The noise barrier shall consist of a solid material that is free of openings or gaps (other than weep holes) and has a minimum rated transmission loss value of 20 dB. Potential materials that are capable of achieving required noise level reductions include nominal 0.5-inch plywood (20 dB), commercially available acoustic panels, blankets, or other products, or any combination of noise barriers and commercial products that achieve a minimum transmission loss value of 20 dB. The barrier may be removed following the completion of all Phase 2B demolition, site preparation and grading, structure foundation, and paving work.

*Level of Significance After Mitigation*

*Phase 1, Phase 2A, and Phase 2B Temporary Construction Noise Levels.* Less than Significant with Mitigation

*Phase 1 Operations and Phase 2 Temporary Construction Noise Levels.* Less than Significant with Mitigation

**Existing Noise Regulations (Permanent Operational Impacts)**

***Impact NOISE-2 – Would the project generate a substantial permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance?***

*Analysis of Impacts*

As described in Section 4.13.4, MIG estimated the proposed Project's potential on- and off-site operational noise levels using empirical equipment noise measurements from a similar facility (the Downey PC/DC), manufacturer's specifications, Project-specific development assumptions regarding the location of equipment, trip generation, etc., and the FHWA Traffic Noise Model. The Project's potential on- and off-site operational noise levels are evaluated below.

*Increases in On-Site Noise Levels for Phase 1 PC, DC, and ASRS and Phase 2 cogeneration facilities.* Phase 1 beverage production and distribution facilities and Phase 2 cogeneration facilities would produce on-site noise levels from stationary industrial equipment and on-site truck travel, maneuvering, and docking/parking. Table 4.13-10 summarizes the stationary source equipment and trucking activity noise levels used to evaluate the Project's potential operational noise impacts. Most of the Project's operational noise sources would not generate

noise levels above 84 dBA at a distance of 10 feet. The exception to this would be the Phase 1 air cooling fans and the Phase 2 cogeneration facility generators. The Phase 1 air cooling fans are assumed to generate a noise level up to 87 dBA $L_{eq}$ at 10 feet. In addition, multiple fan assemblies could be located in the same area (assumed to be up to 12 total fans), which would increase the total noise level for this source from 87 dBA $L_{eq}$ to 95 dBA $L_{eq}$. The Phase 2 cogeneration facility generators are assumed to generate a noise level up to 90.4 dBA $L_{eq}$. There would be two generators, increasing the total noise level for this source from 90.4 dBA $L_{eq}$ to 93.4 dBA $L_{eq}$.

**Table 4.13-12**
**Phase 1 and Phase 2 On-Site Equipment and Trucking Activity Noise Levels**

| Operational Noise Source | Noise Level at 10 Feet from Source | |
|---|---|---|
| | Measured dBA $L_{eq}$ (A) | Assumed dBA $L_{eq}$ (B) |
| *Phase 1 Stationary Industrial Equipment* | | |
| Air Cooling Fans (12) | 84 | 95 (C) |
| Pneumatic Equipment Area | 79 | 82 |
| Hydraulic Equipment Area | 79 | 82 |
| Gas/Liquid Storage and Transfer Area | 81 | 84 |
| *Phase 2 Cogeneration Facility Equipment* | | |
| 2,146 horsepower Generator (2) | -- | 93.4 (D) |
| Exhaust Gas Stack | -- | 80.4 |
| *Phase 1 and Phase 2 Trucking Activity* | | |
| Truck Entrance/Exit/Drive Aisle | 80 | 80 |
| Truck Maneuvering and Docking Area | 80 | 80 |
| Truck Parking Area | 80 | 80 |

Source: MIG (see Appendix J)

(A) Data based on measured noise levels at the project site (trucking activity) and Downey Bottling Plant (stationary equipment and trucking activity). See Tables 4.13-2, 4.13-3, 4.13-4, and 4.13-5.

(B) The assumed noise level for Phase 1 stationary industrial equipment is based on the measured noise level plus 3 dBA.

(C) The assumed noise level for one air cooling fan is 87 dBA $L_{eq}$. The simultaneous operation of 12 such fans would generate a noise level of 95 dBA $L_{eq}$.

(D) The assumed noise level for one generator is 90.4 dBA $L_{eq}$. The operation of both generators would produce a noise level of 93.4 dBA $L_{eq}$.

As shown in Section 3, *Project Description*, Exhibit 3-5, Conceptual Site Plan, and explained above, the proposed Project's Phase 1 and Phase 2 stationary equipment would be located along the eastern and southeastern perimeter of the DC building, at least 180 feet from the Project's eastern property boundary and 60 feet from the Project's southern property boundary. In addition, as shown in Section 3, Exhibit 3-10 (Wall and Fence Plan), the proposed Project would include a minimum nine-foot-tall concrete masonry unit (CMU) screening wall along this part of the perimeter of the Project site (excepting driveway locations on Utica Avenue) that would provide a minimum of 7 dBA of noise attenuation from all equipment except the cogeneration facility exhaust stack. The Project's potential stationary equipment noise levels are summarized in Table 4.13-13.

**Table 4.13-13**
**Phase 1 and Phase 2 Stationary Equipment Noise Levels**

| Operational Noise Source | Distance to Property Line (Feet) | | | | Estimated Noise Level at Property Line (dBA $L_{eq}$) | | | |
|---|---|---|---|---|---|---|---|---|
| | North | South | East | West | North | South | East | West |
| *Phase 1 Stationary Industrial Equipment* | | | | | | | | |
| Air Cooling Fans (12) | -- | 150 | 280 | -- | -- | 71.5 | 66.1 | -- |
| Pneumatic Equipment Area | -- | 60 | 280 | -- | -- | 66.4 | 53.1 | -- |
| Hydraulic Equipment Area | -- | 60 | 280 | -- | -- | 66.4 | 53.1 | -- |
| Gas/Liquid Storage and Transfer Area | -- | 60 | 280 | -- | -- | 68.4 | 55.1 | -- |
| *Total Phase 1 Stationary Equipment Noise, without Screening Wall* | | | | | -- | *74.7* | *66.8* | -- |
| *Estimated Screening Wall Attenuation* | | | | | -- | *-7.0* | *-7.0* | -- |
| *Total Phase 1 Stationary Equipment Noise, with Screening Wall* | | | | | -- | *67.7* | *59.8* | -- |
| *Phase 2 Cogeneration Facility Equipment* | | | | | | | | |
| Phase 1 Industrial Equipment | -- | -- | -- | -- | -- | 74.7 | 66.8 | -- |
| Phase 2 Generators (2) and Stack | -- | 480 | 180 | -- | -- | 60.0 | 68.5 | -- |
| *Total Phase 2 Stationary Equipment Noise, without Screening Wall* | | | | | -- | *74.9* | *70.7* | -- |
| *Estimated Screening Wall Attenuation* | | | | | -- | *-7.0* | *-6.5* | -- |
| *Total Phase 2 Stationary Equipment Noise, with Screening Wall*(C) | | | | | -- | *67.9* | *64.2* | -- |

Source: MIG (see Appendix J)
(A) Distance to property line is based on the shortest distance between equipment/equipment area and perimeter property line.
(B) Noise level assumes all equipment is in operation and impacting the same point on the property line.
(C) The screening wall does not attenuate exhaust stack noise. Therefore, the total attenuation achieved at the east property line is less than 7 dBA. This does not occur at the south property line because exhaust stack noise does not substantially contribute to the combined equipment noise level at this property line.

Truck access into and out of the site would be provided via driveways on 7th Street (ingress and egress) and Utica Avenue (egress only); direct truck ingress and egress would not be provided onto Haven Avenue or 6th Street. Therefore, on-site truck travel, maneuvering and docking, and parking activities would primarily occur in the northern and eastern parts of the Project site. Ground level trucking activity occurring in the northwest and eastern parts of the site would occur behind a minimum nine-foot-tall CMU screening wall, providing a minimum of 7 dBA of noise attenuation for ground level trucking activity; however, elevated truck dock activity in the southeastern part of the site would not be shielded by a screening wall. The Project's potential trucking activity noise levels are summarized in Table 4.13-14.

**Table 4.13-14**
**Phase 1 and Phase 2 Trucking Activity Noise Levels**

| Operational Noise Source | Distance to Property Line (Feet)[(A)] | | | | Estimated Noise Level at Property Line (dBA $L_{eq}$)[(B)] | | | |
|---|---|---|---|---|---|---|---|---|
| | North | South | East | West | North | South | East | West |
| Truck Travel (15 mph) | 25 | 35 | 70 | 135 | 72.0 | 69.1 | 63.1 | 57.4 |
| Truck Maneuvering and Docking | 25 | 240 | 250 | -- | 72.0 | 52.4 | 52.0 | -- |
| Truck Maneuvering and Parking | 25 | -- | 25 | 125 | 72.0 | -- | 72.0 | 58.1 |
| *Total Trucking Activity Noise Level, without Screening Wall* | | | | | *76.8* | *69.2* | *72.6* | *60.8* |
| *Estimated Screening Wall Attenuation* | | | | | *-7.0* | *0.0* | *0.0* | *-7.0* |
| *Total Trucking Activity Noise Level, with Screening Wall* | | | | | *69.8* | *69.2* | *72.6* | *53.8* |

Source: MIG (see Appendix J)
(A) Distance to property line is based on the shortest distance between trucking activity area and perimeter property line.
(B) Noise level assumes all trucking activity is occurring at the same time and impacting the same point on the property line.

Stationary equipment noise could combine with noise from truck travel and maneuvering and docking activities located in the southeastern part of the Project site. Stationary equipment noise is not anticipated to combine with trucking activity noise on the west or north sides of the Project area because the proposed PC, DC, and ASRS buildings would be located between potential stationary equipment and the Project's northern and western property lines. Therefore, the Project's northern and western property lines would only be impacted by truck travel, maneuvering and docking, and parking activity noise. The proposed Project's total combined operational stationary and mobile equipment noise levels at perimeter property lines are summarized in Table 4.13-15.

As shown in Table 4.13-15, the proposed Project would not exceed the City's Class C 85 dBA Special Industrial Performance Standard contained in Development Code Section 17.66.110, with or without the Project screening walls. The City's special industrial noise standard applies at the Project's perimeter property line; however, the Development Code sets forth that where a Class C use "occupies a lot abutting or separated by a street from a lot within the designated Class A or B performance standard or residential property, the performance standard of the abutting property shall apply at the common or facing lot line." The proposed Project area includes only one common property line (in the northwest part of the Project area) and is otherwise separated from surrounding industrial and commercial land uses by 6th Street, Haven Avenue, and Utica Avenue.

**Table 4.13-15**
**Phase 1 and Phase 2 Total Combined Operational Noise Levels**

| Operational Noise Source | Estimated Noise Level at Project Property Line (dBA $L_{eq}$)[A] | | | |
|---|---|---|---|---|
| | North | South | East | West |
| *Phase 1 Total Operational Noise Levels* | | | | |
| Stationary Industrial Equipment | -- | 74.7 | 66.8 | -- |
| Trucking Activity | 76.8 | 69.2 | 72.6 | 60.8 |
| *Total Combined Operational Noise Level, without Screening Wall* | *76.8* | *75.8* | *73.6* | *60.8* |
| *Estimated Screening Wall Attenuation* | *-7.0* | *-4.2* | *-0.8* | *-7.0* |
| *Total Combined Operational Noise Level, with Screening Wall* | *69.8* | *71.6* | *72.8* | *53.8* |
| *Class C Industrial Performance Standard* | *85* | *85* | *85* | *85* |
| *Class C Industrial Performance Standard Exceeded?* | *No* | *No* | *No* | *No* |
| *Phase 2 Total Operational Noise Levels* | | | | |
| Stationary Industrial Equipment | -- | 74.9 | 70.7 | -- |
| Trucking Activity | 76.8 | 69.2 | 72.6 | 60.8 |
| *Total Combined Operational Noise Level, without Screening Wall* | *76.8* | *75.9* | *74.8* | *60.8* |
| *Estimated Screening Wall Attenuation* | *-7.0* | *-4.3[B]* | *-1.6[B]* | *-7.0* |
| *Total Combined Operational Noise Level, with Screening Wall* | *69.8* | *71.6* | *73.2* | *55.8* |
| *Class C Industrial Performance Standard* | *85* | *85* | *85* | *85* |
| *Class C Industrial Performance Standard Exceeded?* | *No* | *No* | *No* | *No* |

Source: MIG (see Appendix J)

(A) Refer to Table 4.13-13 and 4.13-14 for stationary and mobile source noise levels. Total estimated noise level assumes stationary equipment and trucking activity is occurring at the same time and impacting the same point on the property line.

(B) The screening wall does not attenuate exhaust stack or elevated truck dock noise. Therefore, the total attenuation achieved from all sources at the southern and eastern property lines is less than 7 dBA..

The land uses that border and surround the Project site are classified as Mixed Employment 2 (ME2) per the City's Zoning Code and are considered Class A and Class B industrial uses as follows:

- Class A Uses: The Development Code specifies that Class A uses provide a high-quality working environment for industrial and business firms whose functional and economic needs require protection from the adverse effects of noise. Class A uses are subject to a 70 dBA $L_{eq}$ noise standard anywhere on the lot; however, the noise caused by motor vehicles is exempted from this standard. The following land uses near the Project site are considered Class A uses subject to the 70 dBA noise standard:

  - The land use directly to the north of the Phase 1 Project area, which consist of general professional office uses (e.g., law offices, insurance firms, employment staffing agencies, etc.).
  - The land use adjacent to the southeast corner of the Project site (at the northeast corner of 6th Street and Utica Avenue), which consists of general commercial uses (e.g., barbershops, casual restaurant, daycare, etc.).
  - The land use adjacent to the southwest corner of the Project site (at the southeast corner of 6th Street and Haven Avenue), which consists of a hotel.
  - The land uses adjacent to the western side of the Project site (across Haven Avenue), which consists of restaurant and healthcare/medical office uses.

- Class B Uses: The Development Code specifies that Class B uses provide allowances for industrial uses with processes that produce noise. Class B uses are subject to an 80 dBA $L_{eq}$ noise standard anywhere on the lot and, like Class A uses, the noise caused by motor vehicles is exempted from this standard. The following land uses near the Project site are considered Class B uses subject to the 80 dBA $L_{eq}$ noise standard:

  - Warehousing land uses located adjacent to the northeast side of the Project site (across Utica Avenue) and the southeast side of the Project site (across 6th Street).

As shown in Table 4.13-13, Phase 1 and Phase 2 stationary industrial equipment noise would not impact Class A uses to the north and west of the Project site. Phase 1 stationary equipment levels could reach up to 74.7 dBA $L_{eq}$ and 66.8 dBA $L_{eq}$ at the Project site's southern and eastern property line, respectively, without screening. With screening, stationary equipment noise would be reduced to 67.7 dBA $L_{eq}$ and 59.8 dBA $L_{eq}$ at these property line locations, which is less than the City's Class A and Class B performance standard of 70 dBA $L_{eq}$ and 80 dBA $L_{eq}$, respectively. Phase 2 stationary equipment levels could reach up to 74.9 dBA $L_{eq}$ and 70.7 dBA $L_{eq}$ at the Project site's southern and eastern property line, respectively, without screening. With screening, stationary equipment noise would be reduced to 67.9 dBA $L_{eq}$ and 64.2 dBA $L_{eq}$ at these property line locations, which is also less than the City's Class A and Class B performance standard of 70 dBA $L_{eq}$ and 80 dBA $L_{eq}$, respectively. It is noted that the 6th Street ROW (110 feet) and the Utica Avenue ROW (40 feet) would provide additional distance attenuation, further reducing stationary equipment noise levels at adjacent Class A land uses.

As described above, the proposed Project's operational noise levels would not exceed applicable Class A, Class B, or Class C industrial performance standards and would ordinarily be considered a less than significant impact; however, the above analysis is based on specific equipment operating assumptions, including the type, amount, and location of potential Project equipment, including the Phase 2 cogeneration facility generators. While the above analysis demonstrates that the proposed Project's noise levels are likely to comply with the City's industrial performance standards, changes in the type, amount, or location of stationary industrial equipment, truck dock areas, etc. could result in different operational noise estimates. Since final equipment has not been selected and final equipment operating locations are not certain, it is possible changes in the conceptual site plan could lead to noise level estimates that exceed applicable industrial performance standards, which is considered a potentially significant impact. To ensure the Project does not exceed the City's industrial performance standards, Mitigation Measure NOI-2 requires the applicant to prepare and submit for the City's review and approval a final Project noise study, based on the final Project design (for Phase 1 and/or Phase 2 together or separately) that demonstrates the Project would not exceed the industrial performance standards set forth in Development Code Section 17.66.110. The implementation

of Mitigation NOI-2 would avoid the potential for Project operational noise levels to exceed development code standards and, therefore, render the Project's Phase 1 and Phase 2 cogeneration facility noise levels less than significant with mitigation.

*Increases in On-Site Noise Levels for Phase 1 Office and Parking Facilities and Phase 2A/2B 7th Street Warehouse Facility).* The Phase 1 office and parking facilities in the southwest corner of the Project site and the Phase 2A and Phase 2B 7th Street Warehouse facility in the northeast corner of the site would not generate operational noise levels that could exceed the city's 70 dBA $L_{eq}$ daytime (7 AM to 10 PM) and 65 dBA $L_{eq}$ nighttime (10 PM to 7AM) commercial and office noise standards established by Development Code Section 17.66.050.G.

The Project would not substantially modify the office building or introduce substantial new sources of noise at this facility. Office building noise would continue to be limited to roof-mounted HVAC equipment, similar to existing conditions. Likewise, the proposed parking garage would be an open-air structure and would not require fans or other large mechanical noise generating equipment. Both facilities would border the PC, DC, and ASRS building to the interior of the site; the closest surrounding land uses would be a hotel land use located more than 100 feet to the south of the office and parking garage, across 6th Street, and casual restaurant uses located more than 100 feet to west, across Haven Avenue. At this distance, potential office and parking garage activities would not generate noise that exceeds the City standards. This impact would be less than significant.

In Phase 2, the proposed Project may reuse the existing 7th Street warehouse facility (Phase 2A) or demolish and replace the facility (Phase 2B). Regardless of the potential construction activities, the proposed Project would not substantially change the operational characteristics of the facility. The 7th Street warehouse is a manufacturing warehouse with roof-mounted HVAC and other exterior equipment such as an air cooling fan, process pipes, valves, etc. that operates during daytime hours, Monday to Friday. The Project's use of the facility would involve activities similar to a manufacturing warehouse (e.g., fleet and facility maintenance, administrative space) and would not substantially change noise levels in the vicinity of the warehouse. The repurposed 7th Street Warehouse would border 7th street to the north, truck parking and the PC, DC, and ASRS building to the south, Utica Avenue to the east, and the Project's 7th Street truck access route to the west. The closest surrounding land uses would be warehouses located more than 50 feet to the north (across 7th Street) and east (across Utica Avenue) and a commercial property located on the either side of the Project's truck access; the facility would also be separated from this commercial property by the Project's nine-foot-tall CMU screening wall located on the west side of the truck access route. At these distances, potential 7th Street warehouse activities would not generate noise that exceeds the City standards. This impact would be less than significant.

*Increases in On-Site Noise Levels from the Backup Generator.* The proposed Project would include two backup generators that could each produce a noise level of 99.4 dBA at 10 feet; however, the backup generator would only operate for monthly testing and during emergencies or sustained power outages when the cogeneration system and other equipment is not in operation or operating at reduced loads. The two generators would be located at least 150 feet from the Project's eastern property line, behind the nine-foot-tall CMU perimeter wall; the generators would be shielded from all other property lines by buildings and truck parking areas. At 150 feet, the backup generators would produce a noise level of 78.9 dBA without the screening wall and 71.9 dBA with the screening wall. The Utica Avenue ROW (40 feet) would provide additional distance attenuation, reducing backup generators noise levels at the adjacent Class B land use to 76.8 dBA without shielding and 69.8 dBA with shielding. These noise levels would not exceed the City's Class C 85 dBA $L_{eq}$ Special Industrial Performance Standard

(applied at the Project property line) nor the City's Class B 80 dBA $L_{eq}$ performance standard (applied at the adjacent Class B property line across Utica Avenue); however, the above analysis is based on specific assumptions regarding the backup generator type, amount, and location of potential Project equipment. While the above analysis demonstrates that the proposed Project's backup generator noise levels are likely to comply with the City's industrial performance standards, changes in the type, amount, or location of this equipment could result in different operational noise estimates. Since final backup generating equipment has not been selected and final equipment operating locations are not certain, it is possible changes in the conceptual site plan could lead to backup generator noise level estimates that exceed applicable industrial performance standards, which is considered a potentially significant impact. Mitigation Measure NOI-2 requires the applicant to prepare and submit for the City's review and approval a final Project noise study, based on the final Project design (for Phase 1 and/or Phase 2 together or separately) that demonstrates the Project would not exceed the industrial performance standards set forth in Development Code Section 17.66.110. The implementation of Mitigation NOI-2 would avoid the potential for Project operational noise levels to exceed development code standards and, therefore, render the Project's backup generator noise levels less than significant with mitigation.

*Increases in On-Site Noise Levels from the CVWD Well Facility.* The CVWD well facility would be located in the southeast corner of the Project site. The facility is anticipated to consist of a single groundwater well pump capable of producing approximately 1,050 acre-feet of water per year. Monitoring previously conducted by MIG at a 60 horsepower pump determined noise levels one foot from the pump were 85 dBA.[11] The proposed Project's electric powered pump and associated equipment are anticipated to produce similar noise levels but would be housed in a CMU structure. The walls of the structure are expected to be at least one foot from the pump. CMU material would have a Sound Transmission Class (STC) of at least 40,[12] providing up to 40 dBA of interior to exterior noise attenuation. Noise levels at the Project site outside the pump house are anticipated to be 50 dBA or lower, which would be below the City's 70 dBA $L_{eq}$ and 80 dBA $L_{eq}$ performance standard for adjacent Class A and Class B land uses, respectively. This impact would be less than significant.

*Increases in Off-Site Traffic Noise Levels.* The TIA prepared for the proposed Project estimates the Project would result in a net increase of 1,112 daily passenger vehicle trips, 1,003 daily truck trips, and 2,115 total daily vehicle trips from the site (equal to 4,399 passenger car equivalents).[4] Most of these trips would occur on 6$^{th}$ Street and Haven Avenue; portions of 7$^{th}$ Street and Utica Avenue would be used to enter and exit the site, respectively, primarily by trucks. Modeled traffic noise levels for existing and future traffic conditions in the vicinity of the Project site are summarized in Table 4.3-16 and 4.3-17. It is noted that the modeled existing (2021) and future (2040) traffic conditions are based on the data available and conditions analyzed in the PlanRC Program EIR.

**Table 4.13-16**
**Modeled Traffic Noise Levels With and Without the Project (Existing Conditions)**

| Road and Segment | Traffic Volume and Noise Level 100 Feet from Road Centerline (dBA CNEL)(A) | | | |
|---|---|---|---|---|
| | 2021 No Project | | 2021 With Project | |
| | ADT | CNEL | ADT | CNEL |
| 6th Street - Haven Avenue to Milliken Avenue | 14,860 | 68.3 | 15,837 | 70.1 (+1.8) |
| Haven Avenue – North of 7th Street | 37,330 | 74.0 | 37,600 | 74.1 (+0.1) |
| Haven Avenue – South of 7th Street | 37,330 | 73.7 | 39,177 | 74.5 (+0.8) |

Source: MIG (see Appendix J), City of Rancho Cucamonga[3] (Appendix 5.13-1 (ADT) and Table 5.13-7 (CNEL)), Fehr and Peers[4]

(A) ADT = Average daily traffic. Existing ADT information for Haven Avenue was not available in Plan RC Program EIR Appendix 5.13-1. Therefore, ADT information for a comparable primary travel corridor (Foothill Boulevard) with similar traffic noise levels was modeled.

**Table 4.13-17**
**Modeled Traffic Noise Levels With and Without the Project (Future Conditions)**

| Road and Segment | Traffic Volume and Noise Level 100 Feet from Road Centerline (dBA CNEL)(A) | | | |
|---|---|---|---|---|
| | 2040 No Project | | 2040 With Project | |
| | ADT | CNEL | ADT | CNEL |
| 6th Street - Haven Avenue to Milliken Avenue | 21,570 | 69.9 | 22,547 | 71.2 (+1.3) |
| Haven Avenue – North of 7th Street | 50,790 | 75.4 | 51,060 | 75.5 (+0.1) |
| Haven Avenue – South of 7th Street | 50,790 | 75.1 | 52,637 | 75.7 (+0.6) |

Source: MIG (see Appendix J), City of Rancho Cucamonga[3] (Appendix 5.13-1 (ADT) and Table 5.13-7 (CNEL)), Fehr and Peers[4]

(B) ADT = Average daily traffic. Existing ADT information for Haven Avenue was not available in Plan RC Program EIR Appendix 5.13-1. Therefore, ADT information for a comparable primary travel corridor (Foothill Boulevard) with similar traffic noise levels was modeled.

As shown in Table 4.13-16 and Table 4.13-7, traffic noise levels on 6th Street and Haven Avenue are currently in the range of approximately 68 CNEL to 75 CNEL and are expected to increase to approximately 70 CNEL to 76 CNEL by 2040. Existing and future noise exposure levels on 6th Street are above the City's acceptable exterior noise compatibility level established by Plan RC for both hotel (65 CNEL) and) commercial uses (70 CNEL). Existing and future noise exposure levels on Haven Avenue are above the City's acceptable exterior noise levels for both hotel and commercial uses.

The proposed Project would increase traffic noise levels on 6th Street by 1.8 dBA at worst case. For both existing and future conditions, the proposed Project would result in noise levels remaining above the City's acceptable noise level for hotel uses (65 CNEL), and in noise levels increasing to be above the City's acceptable noise level for commercial uses (70 CNEL). However, the proposed Project would not contribute a significant amount to the increase in traffic noise levels, as noise levels attributable to the Project would be less than 3 dBA. Since the Project would not increase traffic noise levels on 6th Street by more than a 3 dBA, it would not result in a significant traffic noise impact.

The proposed Project would increase traffic noise levels on Haven Avenue by 0.8 dBA at worst case. Traffic noise levels would remain above the City's acceptable noise level for both hotel uses (65 CNEL) and commercial uses (70 CNEL), but above the City's acceptable level for hotel uses (65 CNEL). The proposed Project would not increase traffic noise levels on Haven Avenue by more 3 dBA, and therefore would not result in a significant traffic noise impact.

6th Street and Haven Avenue were the only roadways modeled for potential traffic noise impacts because all Project trips would end up on one of these roadways. As Project trips travel farther away from the Project site, they become more dispersed and represent a smaller percentage of overall traffic volumes. Therefore, the proposed Project would not result in a substantial change in traffic noise levels on roadways farther away from the Project site, such as 4th Street.

It is noted that the Plan RC Program EIR did not model traffic noise levels for 7th Street or Utica Avenue and that ADT and CNEL information is not available for these roadways; however, due to their designation as a tertiary or local travel routes, ADT volumes on these roadways are assumed to be less than 10,000 ADT, and corresponding traffic noise exposure levels on these roadways are assumed to be less than 65 CNEL.[3] The proposed Project would add a higher percentage of truck trips to these roads than a typical project, however, a review of peak hour intersection turning movement volumes indicates the proposed Project would not result in a doubling of peak hour traffic volumes on 7th Street or Utica Avenue. In addition, although the proposed DC, PC, and ASRS would operate 24 hours a day, most truck trips would be limited to daytime hours, meaning that the proposed Project would have a limited potential to change 24-hour noise exposure levels on 7th Street and Utica Avenue. Therefore, this impact would be less than significant.

*Level of Significance Before Mitigation*

*Increases in On-Site Noise Levels (Phase 1 PC, DC, and ASRS and Phase 2 Cogeneration Facilities).* Potentially Significant increase in ambient noise levels in excess of the standards established in Development Code Section 17.66.110. Less than Significant with Mitigation

*Increases in On-Site Noise Levels (Phase 1 Office and Parking Facilities and Phase 2A/2B 7th Street Warehouse Facility).* Less than Significant

*Increases in On-Site Noise Levels (Backup Generator).* Potentially Significant increase in ambient noise levels in excess of the standards established in Development Code Section 17.66.110. Less than Significant with Mitigation

*Increases in On-Site Noise Levels (CVWD Well Facility).* Less than Significant

*Increases in Off-Site Traffic Noise Levels.* Less than Significant

*Mitigation Measures*

**NOI-2** **Noise Verification Study.** Prior to the issuance of any Phase 1 or Phase 2 grading permit for the project, the City shall review and approve a final noise analysis, prepared by or on behalf of the applicant, and based on the final project design, that: 1) Identifies the locations of the project's final exterior stationary equipment, including backup generators, and truck dock areas and any screening walls; and 2) Demonstrates the project's noise levels will not exceed the City's applicable industrial noise standards (as outlined in Development Code Section 17.66.110). The final analysis shall contain specific and verifiable information pertaining to the project's final site design and layout and equipment noise levels (e.g., manufacturer's specifications, empirical noise measurements). The analysis may be prepared for

Phase 1, Phase 2, or combined Phase 1 and Phase 2 activities if final information is available.

**Ground-borne Vibration and Noise Levels**

***Impact NOISE-3– Would the project generate excessive groundborne vibration or noise levels?***

*Analysis of Impacts*

As described in Section 4.13.4, MIG estimated potential construction-related groundborne vibration impacts using methodologies, reference vibration levels, and typical equipment usage and other operating factors documented and contained in the FTA's Transit Noise and Vibration Impact Assessment document and Caltrans' Transportation and Construction Vibration Guidance Manual.[5,6] The proposed Project's potential groundborne vibration levels are evaluated below.

*Temporary Construction Vibration Levels.* Construction vibration impacts generally occur when construction activities occur in close proximity to buildings and vibration-sensitive areas, during evening or nighttime hours, or when construction activities last extended periods of time. In general, with the exception of construction receptor R01 (see Exhibit 4.13-3), for which the southern building faced is located within approximately 50 feet of work areas, all Project's construction activities would occur at least 100 feet or more from commercial buildings located across adjacent roadways. The groundborne vibration levels generated by the typical equipment that would be used to construct the proposed Project in Phase 1 and Phase 2A/2B are shown in Table 4.13-18.[iv]

[iv] It is noted that the vibration estimates do not take into account differences in grade or other subsurface conditions that may limit vibration transmission. In addition, the vibration estimated does not consider any loss of vibratory energy associated with the transfer of vibrations across different medium (e.g., from the soil to a concrete foundation to a floor or wall assembly). The vibration estimates shown in Table 4.13-17, therefore, are likely to overestimate potential vibration levels associated with construction equipment.

**Table 4.13-18**
**Potential Project Construction Vibration Levels**

| Equipment | Peak Particle Velocity (in/sec) [(A)] | | | | | Velocity Decibels (VdB)[(B)] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 50 feet | 100 feet | 200 feet | 400 feet | 500 feet | 50 feet | 100 feet | 200 feet | 400 feet | 500 feet |
| Small bulldozer | 0.014 | 0.007 | 0.003 | 0.001 | 0.001 | 49 | 40 | 31 | 22 | 19 |
| Jackhammer | 0.016 | 0.008 | 0.008 | 0.002 | 0.001 | 70 | 61 | 52 | 43 | 40 |
| Loaded truck | 0.035 | 0.017 | 0.008 | 0.004 | 0.003 | 77 | 68 | 59 | 50 | 47 |
| Large bulldozer | 0.042 | 0.019 | 0.009 | 0.004 | 0.003 | 78 | 69 | 60 | 51 | 48 |
| Auger Drill Rig | 0.042 | 0.019 | 0.009 | 0.004 | 0.003 | 78 | 69 | 60 | 51 | 48 |
| Vibratory Roller | 0.098 | 0.046 | 0.021 | 0.010 | 0.008 | 85 | 76 | 67 | 58 | 55 |
| Sources: MIG (see Appendix J) | | | | | | | | | | |

As shown in Table 4.13-17, the proposed Project's potential construction vibration levels are dependent on the type of equipment used. For potential structural damage effects, typical equipment used during construction activities (e.g., bulldozer, jack hammer, trucks etc.) and equipment used in well drilling activities (e.g., auger drill rig) would produce PPV levels up to 0.042 in/sec at 50 feet, while the use of specific vibration-generating equipment such as a vibratory roller would produce PPV levels of up to 0.098 in/sec at 50 feet. These PPV values are well below Caltrans' guidelines standards for potential structural damage for the types of buildings in and adjacent to the Project site, which consist of modern commercial and industrial structures (0.5 PPV for continuous vibration sources; see Table 4.13-7).

For human annoyance and interference responses, the FTA annoyance criteria (see Table 4.13-6) are used to determine if equipment would generate vibration that would exceed annoyance thresholds for Category 1 (buildings with sensitive equipment), Category 2 (buildings where people sleep) or Category 3 (institutional buildings) land uses. There are no Category 1 buildings in the vicinity of the Project site. The closest Category 2 building is the Residence Inn located across 6th Steet and the closest Category 3 building is the Good Steward Daycare located across Utica Avenue, both of which are located at least 200 feet from construction work areas. As shown in Table 4.13-17, construction equipment operating at least 200 feet away from these facilities would produce a maximum groundborne vibration levels of 67 VdB, which does not exceed the FTA's Category 2 (72 VdB) or Category 3 (75 VdB) annoyance criteria.
As described above, the proposed Project's construction activities would not have the potential to generate groundborne vibration levels that could result in structural damage or human annoyance. This impact would be less than significant.

*Operational Vibration.* The Project would include machinery and equipment such as generators, boilers, and hydraulic and pneumatic equipment that produce vibrations. Section 17.66.070 of the municipal code requires that vibration is not discernible without instruments[v] in a nonresidential zone within 300 feet of the source of vibration. Most of the stationary industrial equipment would be located over 300 feet from existing buildings neighboring the Project site. Equipment that may be located within 300 feet of existing buildings, such as hydraulic

[v] The General Plan defines the approximate threshold of vibration as 65 VdB.

equipment, is not anticipated to produce discernable vibration. Additionally, vibration levels from operational equipment would be well below the 85 VdB threshold set in General Plan Policy N-1.8. Operational vibration would be a less than significant impact.

Level of Significance Before Mitigation

*Temporary Construction Vibration Levels*. Less than Significant

*Operational Vibration Levels*. Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Excessive Airport-related Noise Levels**

***Impact NOISE-4 – For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?***

*Analysis of Impacts*

The proposed Project is located approximately 2.0 miles north of the nearest runway associated with the Ontario International Airport. According to the Ontario International Airport Land Use Compatibility Plan (ALUCP), the proposed Project site is outside of the 60-65 db CNEL noise contour (Ontario Airport Planning[13] Exhibit 1-9).

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

**Cumulative Impacts**

***Impact NOISE-5– Would the project cause substantial adverse cumulative impacts with respect to noise or vibration?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative

projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. (see Table 4.0-4, *Cumulative Projects*).

The closest local cumulative project to the Project site is #18 approximately 0.75-miles southwest corner of the Project site, at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*), involving the construction of two light industrial warehouse buildings which would generate additional traffic onto local roads served by the Project (mainly Haven Avenue) and thus additional noise. This level of new development may substantially increase traffic and noise levels on local and regional roadways.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

For purposes of this cumulative noise and vibration analysis, the geographic context is limited to the extent of potential noise impacts caused by the proposed Project that could combine with other relevant cumulative developments. Although construction and operational noise may theoretically be audible far from the source, in practice ambient noise from wind, roadway traffic, and other land uses is substantially louder than equipment operating hundreds or thousands of feet away. Therefore, the geographic context is limited to the area within approximately 1,000 feet of the Project site and the roadways used to travel to and from these sites.

The Project could result in temporary construction noise (Impact NOISE-1), and would implement Mitigation Measure NOI-1, which would reduce Project construction noise to levels that comply with Development Code standards. Construction related noise from the Project does not have the potential to combine with other construction projects, as all cumulative developments that have the potential to be constructed at the same time as the project (see Exhibit 4.0-1, *Cumulative Projects*) would be further than 1,000 feet of the Project site. Therefore, the proposed Project would not make a cumulatively considerable contribution to cumulative construction noise impacts.

The Project could also result in permanent operational noise (Impact NOISE-2). On-site stationary equipment and trucking activity does not have the potential to combine with noise from other development projects in the vicinity of the Project site, as they would be further than 1,000 feet from the Project site. In addition, the proposed Project and other development projects in the City would be subject to compliance with the City's standard conditions of approval and Development Code standards regarding operational noise (see Section 4.13.3), which would protect existing and future land uses from potential substantial, permanent increases in ambient noise levels associated with operational activities. Specifically, the proposed Project would implement Mitigation Measure NOI-2, which would reduce Project operational noise to levels that comply with Development Code standards. The proposed Project also would not result in a substantial change in off-site traffic noise levels under existing and future 2040 conditions which is inherently a cumulative analysis because it includes City-wide development through year 2040. For these reasons, the proposed Project operational noise levels would not make a cumulatively considerable contribution to cumulative changes in ambient noise levels in the vicinity of the project.

The proposed Project would not result in significant construction or operations-related vibration impacts (Impact NOISE-3). Potential vibrations from the Project site would not have the potential combine with vibrations from other projects because all cumulative developments would be further than 1,000 feet of the Project site. During operation, the Project would not involve any large vibration-inducing equipment or land use activities and would not result in excessive ground-borne vibration levels that have the potential to combine with vibration levels from other projects. No cumulative operational vibration impact would occur.

The Project would not expose people working at the Project site to excessive airport-related noise levels (Impact NOISE-4). This impact is Project-specific and would not combine with any other project. No cumulative impact would occur.

*Level of Significance Before Mitigation*

*Cumulative Noise and Vibration Impacts.* Less than Significant

*Mitigation Measures*

None Required

## 4.13.5 - REFERENCES


1 California Department of Transportation (Caltrans) 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* Sacramento, California. September 2013.

2 City of Rancho Cucamonga 2021a. PlanRC 2040 Volume 3: Environmental Performance. <https://www.cityofrc.us/sites/default/files/2022-01/PlanRC_Volume%203_Final_pages.pdf>

3 City of Rancho Cucamonga 2021b. General Plan Update and Climate Action Plan Draft Environmental Impact Report. State Clearinghouse No. 2021050261. <https://www.cityofrc.us/sites/default/files/2021-09/City%20of%20Rancho%20Cucamonga_GP%20Update%20and%20CAP_Draft%20EIR_September%202021.pdf>

4 Fehr and Peers 2024. El Camino Transportation Impact Study Report. November 2024.

5 U.S. Federal Transit Administration (FTA) 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC. September 2018.

6 Caltrans 2020. *Transportation and Construction Vibration Guidance Manual*. April 2020.

7 Federal Highway Administration (FHWA) 2006. Roadway Construction Noise Model Version 1.1 and User's Guide. <https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/>

8 Jenbacher 2023. Technical Description Cogeneration Unit-Container JMC 420 GS-N.L E802. November 2023.

9 Rolls Royce n.d. Diesel Generator Set MTU 12V4000 DS1500. Accessed January 22, 2024

10 Federal Highway Administration Traffic Noise Model, Version 3.2, and User's Guide. <https://www.fhwa.dot.gov/environment/noise/traffic_noise_model/tnm_v32/>

11 MIG and TRA Environmental Services 2015. Bear Gulch Station 13 Improvement Project- Technical Noise Memo. April 21, 2015.

12 U.S. Department of Housing and Urban Development (HUD) 2009. Noise Notebook Chapter 4 Supplement Sound Transmission Class Guidance. March 2009. https://www.hud.gov/sites/documents/DOC_16419.PDF

13 Ontario Airport Planning 2018. Ontario International Airport Land Use Compatibility Plan. Compatibility Factors: Nosie. July 2018 Amendment. https://www.ont-iac.com/wp-content/uploads/2019/02/ONT-compatibility-Exhibit-1-9-July-2018-Amendment.pdf

### 4.13.6 - ACRONYMS

| | |
|---|---|
| ASRS | Automated Storage and Retrieval System |
| BAC | Baltimore Aircoil Company |
| CALGreen | California Green Building Standards Code |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CNEL | Community Noise Equivalent Level |
| D | Distance |
| dB | Decibel (unweighted) |
| dBA | Decibels, A-Weighted |
| DC | Distribution Center |
| DNL / $L_{dn}$ | Day-Night Noise Level |
| FHWA | Federal Highway Works Administration |
| FTA | Federal Transit Administration |
| HVAC | Heating, Ventilation, and Air Conditioning |
| Hz | Hertz |
| In/sec | Inches per Second |
| kH | Kilohertz |
| $L_{eq}$ | Average / Equivalent Noise Level |
| $L_{max}$ | Maximum Noise Level |
| $L_{min}$ | Minimum Noise Level |
| LT | Long-term |
| MTC | Metropolitan Transportation Commission |
| OITC | Outside-Indoor Transmission Class |
| OPR | Office of Planning and Research |
| Pa | Pascals |
| PC | Production Center |
| PRC | Public Resources Code |
| PPV | Peak Particle Velocity (inches/second) |
| SR | State Route |

| | |
|---|---|
| ST | Short-term |
| STC | Sound Transmission Class |
| TIA | Transportation Impact Analysis |
| TNM | Traffic Noise Model |
| UF | Usage Factor |
| VdB | Velocity Decibels |
| VMT | Vehicle Miles Travelled |
| § | Section |
| % | Percent |

# 4.14 – Population, Housing, and Employment

This EIR chapter addresses population and housing impacts associated with the proposed Project and whether it will induce substantial unplanned population growth or displace substantial numbers of existing people or housing.

## 4.14.1 – ENVIRONMENTAL SETTING

### Population

The California Department of Finance (DOF) estimated the City's population[1] was 173,345 in 2023. DOF population estimates are derived by multiplying the number of occupied housing units by persons per household. The 2020 Census counts are incorporated into their estimates as well. The City's current population is shown in Table 4.14-1, *City Demographic Information,* in relation to regional projections to 2045.

### Housing

The DOF estimated the City's housing stock[1] at 61,158 housing units in 2023 of which 59,274 were occupied - this accounted for an estimated vacancy rate of 3.1%. The City's historical and projected housing stock is outlined in Table 4.14-1, *SCAG Demographic Information,* in relation to regional projections to 2045.

### Employment

The California Employment Development Department (EDD) provides data for the City's employment and labor force. As of May 2023, the EDD estimated the City had a labor force of 99,400 workers with 96,300 persons employed. This leaves 3,100 people in the City's labor force unemployed, or an approximate 3.1% City-wide unemployment rate[2].

### SCAG Growth Projections

The Southern California Association of Governments (SCAG) is the regional planning organization for Southern California which includes San Bernardino County and the City of Rancho Cucamonga. As part of its comprehensive regional plan called "Connect SoCal 2020" (formerly the Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS), SCAG has made 19-year projections of population, housing, and employment for all jurisdictions in the region[3]. In April 2024, the SCAG Regional Council approved the 2024 RTP/SCS; however, for the purposes of this consistency analysis, the 2020 RTP/SCS growth projections were used because the 2022 AQMP utilized the 2020 RTP/SCS growth projections. Table 4.14-1, *SCAG Demographic Data for the City*, presents the SCAG projections for the City of population, housing, and employment for 2045 using 2016 data as a baseline[4]. In addition, Table 4.14-1 includes existing figures to show the City's "progress" toward the 2045 projections. Table 4.14-1 shows that SCAG estimates the City's population and housing will grow at approximately 0.8% per year and its employment will grow at 1% per year through 2045. For comparison, Table 4.14-2 shows the latest SCAG projections from the 2024 RTP/SCS document through 2050 (note that the 2024 plan does not have population projections, only projections for households and employment).

**Table 4.14-1**
**2020 SCAG Demographic Data for the City**

| Characteristic | SCAG 2016 | Current 2024 | SCAG 2045 | Total Growth (2016-2045) | Annual Change (2016-2045) |
|---|---|---|---|---|---|
| Population | 176,500 | 173,316 | 201,300 | +24,800 | 0.74% |
| Housing | 56,800 | 61,158 | 66,400 | +9,600 | +0.89% |
| Employment | 88,300 | 98,400 | 105,100 | +16,800 | +1.00% |

**Source: DOF 2024, EDD 2024 and Table 14, SCAG 2020**

**Table 4.14-2**
**2024 SCAG Projections for the City**

| Characteristic | SCAG 2019 | SCAG 2035 | SCAG 2050 | Total Growth (2019-2050) | Annual Change (2019-2050) |
|---|---|---|---|---|---|
| Population | 173,900 | NA | NA | NA | NA |
| Housing | 57,300 | 73,600 | 83,000 | +25,700 | +1.45% |
| Employment | 95,100 | 108,000 | 116,700 | +21,600 | +0.73% |

**Source: SCAG 2024** NA = Not Available

## 4.14.2 – REGULATORY FRAMEWORK

### State

California State Housing Element Law

California State Housing Element Law (California Government Code Article 10.6) establishes the requirements for the Housing Element of the General Plan, one of the seven mandatory General Plan Elements. California State law requires that Housing Elements identify and analyze existing and projected housing needs and provide goals, policies, objectives, financial resources, and programs for the preservation, improvement, and development of housing (Government Code Section 65580). The Housing Element identifies ways in which housing needs of current and future residents can be met. The California Legislature has determined that a primary housing goal for the State of California (State) is ensuring every resident has a decent home and suitable living environment. Government Code Section 65588 requires that local governments review and revise the Housing Element of their comprehensive General Plans not less than once every eight years.

### Regional

Southern California Association of Governments (SCAG)

SCAG is a Joint Powers Agency established by the California Government Code. SCAG is designated as a Council of Governments, a Regional Transportation Planning Agency, and a Metropolitan Planning Organization that includes County of San Bernardino, County of Orange, County of Los Angeles, County of Ventura, County of Riverside, and County of Imperial. The region encompasses a population exceeding 18 million persons in an area that encompasses more than 38,000 square miles. As the designated Metropolitan Planning Organization, SCAG

is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments.

SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth in the region. On September 2, 2020, SCAG adopted its 2020-2045 RTP/SCS and in April 2024 it adopted the most current 2024 RTP/SCS. Major themes in the RTP/SCS documents include integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increase capacity through improved systems management; providing more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce; economic growth and opportunity; promoting the links between public health, environmental protection, and economic opportunity; and incorporating the principles of social equity and environmental justice into the plan. Growth forecasts contained in the 2020 RTP/SCS for the City are used as the basis of analysis for housing, population, and employment forecasts while the 2024 RTP/SCS provides more updated forecasts through 2050 for housing and employment.

Regional Housing Needs Assessment (RHNA)

Government Code Section 65583 sets forth the specific components of a jurisdiction's Housing Element including local jurisdictions and their obligation to provide their "fair share" of regional housing needs. Local governments and COGs are required to determine existing and future housing needs. The RHNA process begins with the California Department of Housing and Community Development's projection of future statewide housing growth need, and the apportionment of this need of regional Council of Governments (COGs) throughout the State. As the region's designated COG, SCAG is the agency responsible for preparing the Regional Housing Needs Assessment (RHNA) including the allocation of housing units for the region that it represents. The City of Rancho Cucamonga is a member of SCAG. The allocation of said need must be approved by the California Department of Housing and Community Development.

The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current RHNA planning cycle (5th) is October 2013 to October 2021. The "fair share" allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of its resident population, as well as the jurisdiction's forecasted share of regional housing growth across all income categories. The City is currently updating the Housing Element (6th Cycle) to comply with State law for the planning period from 2021 to 2029. Regional growth needs are defined as the number of units that are needed in each jurisdiction to accommodate the forecasted number of households, as well as the number of units that are needed to compensate for anticipated demolitions and changes to achieve an ideal vacancy rate. SCAG defines a "household" as an occupied dwelling unit.

The housing construction need is determined for four broad household income categories: very low (households making less than 50 percent of area median income [AMI]), low (50 to 80 percent of AMI), moderate (80 to 120 percent of AMI), and above moderate (more than 120 percent of AMI). The intent of the future needs allocation by income groups is to relieve the undue concentrations of very low-income and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City's General Plan provides guidance to promote the City's goals for current and future development including establishing appropriate land use densities, growth strategies and buildout forecasts. This chapter also focuses on enhancing the community of its residents and maintaining its historical significance.

**Goal LC-3** Fiscally Sustainable. A fiscally sound and sustainable City.

**Policy LC-3.2** Community Benefit. Require a community benefit and economic analysis for large projects that abut existing neighborhoods or for any project at the maximum density, with a focus on resolving physical, economic, long-term fiscal, and aesthetic impacts.

**Policy LC-3.8** Jobs-housing match. Encourage new employment generating uses and businesses that improve the jobs-housing match in the City.

## 4.14.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to population and housing if it would:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

## 4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population growth, housing displacement, employment growth, and physical displacement of housing on the site. This section will analyze if these impacts might occur from the implementation of the Project and if mitigation measures as needed to reduce any significant impacts.

**Population Growth**

***Impact POP-1 – Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

*Analysis of Impacts*

According to the applicant as outlined in Section 3, *Project Description*, the existing beverage distribution plant onsite operates three shifts with 20-61 employees, 75 drivers, and 17 administrative staff (total 185 workers). The proposed Project would operate similar to the existing facility but with a total of 474 employees at its maximum peak operational capacity (3 shifts per day, 6 days per week). Therefore, at full operation the Project would result in a total need for 289 additional workers but with no new housing or population onsite. This amount of employment growth (+289 net employees) represents only 1.7% of the employment growth (+16,800) anticipated by SCAG in the City from 2016 to 2045 (see Table 4.14-1). It also

represents 1.3% of the 21,600 additional employees expected in the City by 2050 (see Table 4.14-2). Therefore, the Project falls within the growth projections of both the 2020 and 2024 RTP/SCS documents.

The Project is light industrial in nature so it will not introduce any new housing or residents (population) onto the Project site. The Project is consistent with the General Plan[5] land use designation and the City's zoning classification for the site (i.e., no GPA or CZ), so it will not introduce land uses onto the site that have not been accounted for already in City or regional planning[3]. During construction, the CalEEMod air quality computer program estimated the Project will require approximately 30-75 construction workers on and off over a period of at least two years depending on the specific tasks for a given day (Appendix C).

Once completed, the Project will result in a need for 474 permanent workers in 3 shifts, although the total may be slightly higher if Phase 2A is selected (i.e., more square feet than the new building under Phase 2B). This is compared to a total of 185 workers at present. It is overly speculative to attempt to estimate if or how many of these new employees will purchase houses, townhouses, etc. or rent houses or apartments within the City. However, it is reasonable to assume some portion of the workers will purchase houses or otherwise become residents of the City.

As discussed in Section 4.10, *Hydrology and Water Quality*, the Project will construct a new well but it will only serve the Project's water needs. As outlined in Section 4.19, *Utilities and Service Systems*, the Project will require additional electrical infrastructure for SoCal Edison to adequately serve the proposed Project. No other new expanded infrastructure is required by the Project that could accommodate additional growth in the area that is not already possible with existing infrastructure (i.e., Project is not growth-inducing) and the Project does not provide any new housing or uses that directly generate population. For additional information on growth inducement, see Section 6, *Mandated CEQA Topics*. Therefore, the Project will not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The Project will have no impact in this regard under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Housing Displacement**

***Impact POP-2 – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

*Analysis of Impacts*

The Project site currently supports 270,800 square feet of office, light industrial, and warehousing uses and vacant land. There is no existing housing or resident population on the Project site. The Project is light industrial in nature so it will not introduce any new housing or

residents (population) onto the Project site. Therefore, the proposed Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur and this conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact POP-3 – Would the Project cause substantial adverse cumulative impacts with respect to population and housing?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development many of which involve residential development which does increase local housing and population (see Table 4.0-4, *Cumulative Projects*). The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) but involves construction of two light industrial warehouse buildings which is non-residential and would not generate new housing or population. However, it would generate additional employees into the City workforce.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding new population and housing, Impact Sections POP-1 and POP-2 demonstrate the proposed Project will increase local employment over the short-term during construction and over the long-term by hiring more employees for its operation than are currently employed at the existing beverage distribution plant. The Project is light industrial in nature so it will not introduce any new housing or residents (population) onto the Project site and the two impact analysis sections above indicate the Project will have no impacts related to population or housing.

Cumulative development in the surrounding area has the potential to add 1,089 residential units which could add several thousand new residents to the cities of Rancho Cucamonga, Jurupa Valley, and San Bernardino County. However, the Project has no potential to make a significant contribution to any cumulatively considerable local or regional population or housing impacts (i.e., it is not a residential project). This conclusion would be the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

## 4.14.5 - REFERENCES


1 California Department of Finance (DOF 2024). *E-5 Population and Housing Estimates for Cities, Counties, and the State.* https://dof.ca.gov/Forecasting/Demographics/Estimates [website accessed February 2025]

2 California Employment Development Department (EDD 2024). *Local Area Statistics: Employment and Unemployment.* https://data.edd.ca.gov/ [website accessed February 2025]

3 Southern California Association of Governments (SCAG 2020a). *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.* September 3, 2020.

4 Southern California Association of Governments (SCAG 2020b). *2020-2045 RTP/SCS Final Growth Forecast by Jurisdiction*. Table 14, Jurisdiction-Level Growth Forecasts, Demographics and Growth Forecast Technical Study. September 3, 2020.

5 City of Rancho Cucamonga. *PlanRC: Rancho Cucamonga General Plan*. November 2020.


## 4.14.6 - ACRONYMS

| | |
|---|---|
| AMI | Area Median Income |
| CEQA | California Environmental Quality Act of 1970, as amended |
| CGC | California Government Code |
| COG | Council of Governments |
| CZ | Change of Zone |
| DOF | California Department of Finance |
| EDD | California Employment Development Department |

| | |
|---|---|
| GPA | General Plan Amendment |
| RHNA | Regional Housing Needs Assessment (SCAG Housing Program) |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SCAG | Southern California Association of Governments |

# 4.15 – Public Services

This EIR section addresses public services impacts associated with the proposed Project. Issues of interest are public services impacts identified by the CEQA Guidelines: whether the Project will result in substantial adverse physical impacts associated with the provision of public services and public service facilities which could cause significant environmental impacts.

## 4.15.1 – ENVIRONMENTAL SETTING

### Fire Protection

The Rancho Cucamonga Fire Protection District (RCFPD) serves the City of Rancho Cucamonga and its Sphere of Influence area [1, 2]. The RCFPD is responsible for providing community protection through numerous programs, including fire protection and emergency medical services, as well as other emergency management and response programs. In addition to the protection of commercial, industrial, and residential structures, the RCFPD specializes in and trains its members to deal with a variety of emergency scenarios. These include:

- Wildland Fire Protection: Firefighters specialize in mitigating fires in the Wildland Urban Interface (WUI) areas.
- Emergency Medical Services (EMS): Firefighters trained as Paramedics and Emergency Medical Technicians are responsible for providing rapid response and assessment of life in threatening situations that result from injury or illness.
- Technical Rescue: The Technical Rescue Team is a specialized team that is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle rope rescue, and large animal rescue.
- Hazardous Material: The Hazardous Materials Team is a specialized team that is trained and certified to take corrective action to prevent or contain the spread of hazardous materials from spills, explosion, or fire.

Currently, RCFPD operates eight fire stations in the City, with Fire Station 174 being the nearest station to the Project site, located approximately 1.1 miles northeast of the project site. A new fire station (#178) opened for operation in July 2024 and is located approximately 1.6 miles north of the Project site.

### Police Protection

The City contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services [1,3]. Services provided by the SBCSD include, but are not limited to: Homicide Investigations, Helicopter Patrol, Narcotics Investigations, Special Enforcement Team (SWAT), Crime Lab Services, Bomb and Arson Teams. The SBCSD operates the Police Department and provides response services, criminal investigation services, traffic enforcement, and preventive patrol. There is a Public Safety Facility located at 8870 San Bernardino Road and police services are operated out of that facility. In addition, a substation is located within the Victoria Gardens Shopping Center. The City also approved an Amendment to the Empire Lakes Sub Area 18 Specific Plan for the Resort Development which includes development of a Joint Use Facility concept that would include a police substation, satellite Library, and Community Services facility. Future police services for the Joint Use Facility would be similar to the current

substation at the Victoria Gardens Shopping Center. The Police Department also maintains a motor home that can be utilized as either a command post or a temporary station if needed.

### Schools

The Project site is within the boundaries of and served by the Cucamonga School District[4] (CSD) and the Chaffey Joint High School District[5] (CJHSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard is the nearest school to the Project site, located approximately 0.7-mile to the northwest.

### Parks

The City's Community Services Department[6] operates park and recreational facilities and programs for the City and manages the scheduled park uses. The Public Works Services Department is responsible for the maintenance of all public facilities. Neighborhood parks are generally between 5 and 10 acres in size and utilized by residents in the immediate vicinity of the park. Community parks typically range between 20 and 40 acres in size and provide a wide variety of recreation amenities, including lighted athletic fields and courts, recreation centers, skate facilities, and cultural uses. There are miles of local feeder trails and community trails that connect to the park system and to the Equestrian overlay that is generally located north of 19th Street in the northern area of the City.

The Project site is located approximately 1.3 miles northeast of the closest park, the Ontario Motor Speedway Park (in Ontario). However, the closest City park to the Project site is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site. There are no official parks or other recreational facilities within the immediate Project area, nor any trails identified on or adjacent to the Project site.

### Libraries

The City currently operates two community libraries[7] in the Project area. Archibald Library is located at 7368 Archibald Avenue and is approximately 22,500 square feet. This library is the nearest to the Project site, located approximately 3.2 miles to the northwest. The Biane Library, which is part of the Victoria Gardens Cultural Center, is located at 12505 Cultural Center Drive. The Biane Library facility is approximately 38,000 square feet and located approximately 9 miles northeast of the Project site.

## C.15.2 – REGULATORY FRAMEWORK

### Federal

<u>Federal Emergency Management Act (FEMA)</u>

FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

<u>Federal Fire Safety Act (FFSA)</u>

The 1992 FFSA is different from other laws affecting fire safety as the law applies to federal operations, and there is no requirement for local action unless a private building owner leases space to the federal government. The FFSA requires federal agencies to provide sprinkler protection in any building, whether owned or leased by the federal government that houses at least 25 federal employees during their employment.

Occupational Safety and Health Administration (OSHA)

OSHA's mission is to "assure safe and healthy working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education and assistance." The agency is also charged with enforcing a variety of whistleblower statutes and regulations.

**State**

California Building Code

The 2019 California Building Code (CBC) became effective January 1, 2020, including Part 9 of Title 24, the California Fire Code. Section 701A.3.2 of the CBC requires that new buildings located in any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted, comply with all sections of the chapter.

California Health and Safety Code (Sections 13000 et seq.)

This code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Fire Code

The City of Rancho Cucamonga has adopted the 2019 California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. Specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency ‘Very High Fire Hazard Severity Zone’ or within a State Responsible ‘Moderate’, ‘High’, or ‘Very High Fire Hazard Severity Zone’.

Mitigation Fee Act

The California Mitigation Fee Act (California Government Code, Section 66000 et seq.) mandates procedures for administration of impact fee programs, including collection and accounting, reporting, and refunds. A development impact fee is a monetary exaction other than a tax or special assessment that is charged by a local governmental agency to an applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project. As discussed below, the City of Rancho Cucamonga has adopted development impact fee programs for various public facilities, which are outlined in the City’s Municipal Code (see below).

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Volume 3 – Environmental Performance -Safety

The Safety Section provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

**Goal S-6** Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.

**Policy S-6.1** Planned Development. Promote development patterns that integrate Crime Prevention Through Environmental Design (CPTED) principles that reduce the potential for human-caused hazards.

Rancho Cucamonga Municipal Code Section 13.04.070

MC Section 13.04.070 requires the City Clerk to notify such affected property owners of the necessity that, if they or any person occupying such property desire to continue to receive electric, communication, or similar or associated service, they or such occupant shall provide all necessary facility changes on their premises so as to receive such service from the lines of the supplying utility or utilities at a new location.

Rancho Cucamonga Municipal Code Title 3 Revenue and Finance

MC Title 3 establishes fees that new development must provide regarding utilities,, community and recreation center impacts, library, animal center impacts, police impacts, park in-lieu/park impacts, and fire protection fees, etc.

Rancho Cucamonga Municipal Code Title 17 Development Code

The purpose and intent of the Title 17 Development Code (RCDC) is to set standards and guidelines for the City (RCDC Section 17.020.010.C) that are established and adopted to protect and promote the public health, safety, morals, comfort, convenience, and welfare, and more particularly to:

1. Implement the goals and objectives of the general plan and to guide and manage the future growth of the City in accordance with such plan.
2. Protect the physical, social, and economic stability of residential, commercial, industrial, and other land uses within the City to assure its orderly and beneficial development.
3. Reduce hazards to the public resulting from the inappropriate location, use, or design of buildings and other improvements.
4. Attain the physical, social, and economic advantages resulting from comprehensive and orderly land use and resource planning.

This includes Ordinance No. 912 and RCDC Section 17.124.020 regarding creative placemaking and public art that would require the Project to enhance the quality of life for City residents, workers, and visitors by improved public placemaking which would require certain developments to include or provide for public art or architecture that qualifies as art.

## 4.15.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to public services if it would:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

I. Fire protection;
II. Police protection;
III. Schools;
IV. Parks;
V. Other public facilities.

## 4.15.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the provision of public services; which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

**New or Altered Government Services**

***Impact PS-1 – Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

### *I. Fire Protection*

*Analysis of Impacts*

Impacts related to fire protection services are assessed by the RCFPD on a project-by-project basis. The Project as proposed would represent an incremental increase in demand for fire services as the Project site currently has 208,575 square feet of light industrial facilities and the proposed Project would increase that number to a maximum of 1,054,541 square feet (with Phase 2B). It should be noted the Project is not located in a Very High or High Fire Hazard Safety Zone (VHFHSZ or HFHSZ)[8].

Fire Station #178 is located 1.8 miles (driving) north of the Project site at 10595 Town Center Drive. The Project site already has two office buildings, a beverage distribution facility and a warehouse building that are currently being served by the RCFPD. Assuming an average speed of 35 miles per hour, emergency response from this station to the Project site would be approximately 3 minutes which is within the general goal of a 5-minute emergency response time. The addition of approximately one million square feet of additional light industrial, office, and warehousing space would incrementally increase the need for fire protective services to the site.

Prior to construction, Project plans will need to be reviewed by applicable local agencies to ensure compliance with the City's Municipal Code, General Plan, State Fire Code, as well as all applicable emergency response and fire safety requirements of the RCFPD. The City's Development Fee Schedule for 2024 includes construction-related review fees for Fire Services. Compliance with existing codes and regulations related to fire safety would ensure construction of the proposed Project would have a less than significant impact on fire services.

The 30.1-acre Project site is located within the central southern area of Rancho Cucamonga and is surrounded by warehousing and professional offices. The Project site is surrounded on all sides by roads: 7th Street to the north, Utica Avenue to the east, 6th Street to the south, and Haven Avenue to the west. The proposed Project involves the redevelopment and expansion of the existing onsite beverage facility that is already being served by the RCFPD. The redeveloped facilities would be built with the installation of all required onsite fire suppression devices and systems, as well as the use of defensible space, installation of hydrants, and use of

appropriate building materials to retard the spread of fire. In addition, the proposed Project would comply with all applicable building and fire codes. The RCFPD's emergency Management Program includes various emergency management strategies involving mitigation, preparedness, response, and recovery. The proposed Project would comply with the requirements of the City's General Plan land use designation and zoning classification.

The Project is a large beverage manufacturing facility that will store, use, and transport various types of chemicals, including carbon dioxide ($CO_2$). Although $CO_2$ is not chemically explosive or flammable, and can actually extinguish fires in some cases, $CO_2$ and possibly other materials will be stored onsite in compressed gas cylinders which occasionally fail and can result in an explosive release of $CO_2$.

Once completed, operation of the new facility would be similar as that of the existing facility but expanded to include manufacturing and bottling in addition to warehousing various products onsite before being shipped both regionally and out of state. Future operations would incrementally increase risks over the existing facility by expanding warehousing and adding soft drink manufacturing and bottling processes onsite. It is also not known to a specific degree if or how the introduction of the co-generation facility to the bottling plant would increase the potential onsite risk of fire or other accidents. Any increase in the risk of injuries, accidents, or explosions would incrementally increase the need for fire protection services and hazmat-related services.

The state Hazardous Materials Business Plan (HMBP) Program prevents or minimizes damage to the public and the environment from a release of hazardous materials (e.g., spill, fire, explosion, etc.). Under the Program, California businesses handling hazardous materials are required to submit an HMBP each year. In addition, the Rancho Cucamonga Local Hazard Mitigation Plan (LHMP) evaluates natural and manmade hazards with the potential to affect residents and the environment as part of the City's General Plan (PlanRC). The proposed Project is required to be consistent with the LHMP and prepare a HMBP that will address all the hazardous and potentially hazardous materials that are transported to, stored, used, or disposed of from the Project site.

The RCFPD manages the safe use of hazardous materials on commercial and industrial sites within the City by regularly reviewing and monitoring HMBPs of local businesses. The District's work in this regard is supported by the San Bernardino County Fire Department as the designated Certified Unified Program Agency (CUPA) for hazardous materials issues within the County. This allows the SBCFD and RCFPD to quickly identify risks to the public and respond quickly and appropriately to spills and accidents involving hazardous materials at local industrial facilities. Additionally, operation of the Project must be in compliance with Section 17.66.040 (Hazardous Materials) of the City Municipal Code related to standards for the storage and transport of hazardous materials.

The development of the Project may create an incremental increase in demand for fire services. To that end, the City has development impact fees (DIF)[9] that are collected at the time of building permit issuance for approved Projects to offset incremental increase in demand for fire protection and services. The Project applicant is required to pay all required impact fees as adopted by City Ordinance, including one for fire services.

Based on the analysis including regulatory compliance outlined above, the Project would not require the physical alteration of existing fire station facilities, nor the construction of any new facilities. While construction and operation of each new Project building would create an incremental increase in demand for fire protection services, the Project design would minimize onsite fire risks and would not pose any more significant risk or exacerbate existing fire risks, or

cause increases or changes to fire stations. Therefore, Project construction and operation would result in less than significant impact impacts related to fire protection services. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### *II. Police Protection*

*Analysis of Impact*

Police protective services are provided to the City under contract with the San Bernardino County Sheriff's Department (SBCSD). The Project is proposed as an expansion of the existing beverage distribution facility and involves the development/redevelopment of the site to expand production, bottling, and distribution of beverage products, although distribution is a continuation of the current onsite operations.

Sheriff services are dispatched from the County Sheriff's Station next to City Hall located 1.2 miles (driving) north of the Project site at 10510 Civic Center Drive. The Project site already has two office buildings, a beverage distribution facility and a warehouse building that are currently being served by the SBCSD. Assuming an average speed of 35 miles per hour, emergency response from the City Hall station to the Project site would be approximately 2 minutes which is within the general goal of a 5-minute emergency response time. However, it should be noted that SBCSD vehicles regularly patrol the City so the actual response time would depend on the location of the closest patrol vehicle when an emergency call came into the central station. The addition of approximately one million square feet of beverage manufacturing, office, and warehousing space would incrementally increase the need for police/sheriff protective services to the site.

The Project would add approximately 289 employees to the City's workforce. The Project does not propose new housing and would not directly increase the City population which would result in additional residents who could generate a demand for increased law enforcement services. Impacts on police services are based on the ability of the department to adequately serve the existing and future population. Based on the Project site's existing uses and location within an existing established commercial and industrial area of the City, construction and operation of the proposed Project is not anticipated to lead to a substantial increase in demand for SBCSD services. Since the Project is manufacturing in nature, it will not generate new students and is not expected to require construction of any new SBCSD facilities or require the physical alteration of existing facilities.

Development of the proposed Project will comply with the Safety Element of the City's most current General Plan Update (PlanRC 2040). Policy S-6.1 of the Plan establishes that development of Projects should integrate Crime Prevention Through Environmental Design (CPTED) principles which help reduce the potential for human-caused hazards (CRC 2023a). These principles are planning tools focusing on design to deter and prevent crime. The City's CPTED is a multi-disciplinary approach that includes multiple departments and agencies

(including but not limited to planning, police, business and licensing, and code enforcement. Such principles include the strategic use of nighttime security lighting, avoidance of landscaping and fencing that limit sightlines, clear sightlines into the facility parking areas, and use of clearly identifiable points of entry.

The development of the Project may create an incremental increase in demand for police services. To that end, the City has development impact fees (DIF)[9] that are collected at the time of building permit issuance for approved Projects which offset any incremental increase in demand for police protection and services. The Project applicant is required to pay all required impact fees as adopted by City Ordinance, including one for police services. The current of these fees are $48 per 1000 square feet of building area and would go towards police facilities and staffing[9]. Compliance with applicable local regulations would ensure that Project construction would result in a less than significant impact on police protection services. It is anticipated that the Project site would be adequately served by existing police facilities, and an incremental increase in service calls for service is expected (just from having more employees and larger facilities), police services would not be significantly impacted due to construction and operation of the Project site. Therefore, impacts would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### *III. Schools*

*Analysis of Impacts*

The Project site is within the boundaries of and served by the Cucamonga School District[4] (CSD) and the Chaffey Joint High School District[5] (CJHSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard is the nearest school to the Project site, located approximately 0.7-mile to the northwest.

The State Department of Education manages new school construction and modernization through the Leroy Green program. The Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50) was chaptered into law on August 27, 1998, establishing the School Facility Program (SFP). The legislation required that regulations be approved and in place for accepting and processing applications as soon as Proposition 1A was approved by the voters the following November. In the SFP, state funding is provided on a matching basis in the form of pupil grants, with supplemental grants for site development, site acquisition, and other Project-specific costs when necessary. The SFP provides funding grants for school districts to acquire school sites, construct new school facilities, or modernize existing school facilities.

The two local school districts have complied with and made the necessary findings set forth in Government Code Section 66001 et seq. and in accordance with Government Code Section 65995 et. seq, to support collection of their fair share of the statutory fees allowed by the State of California for new non-residential development.

Residential projects have the most impacts on schools by generating additional population of which a portion typically includes school-aged children. The proposed Project is manufacturing in nature so it would be expected to have minimal impacts on local schools. Construction activities at the Project site would be temporary and would not severely impact school facilities, nor would they significantly affect student enrollments or school capacities. The local schools of the Cucamonga School District or Chaffey Joint High School District would not be physically altered or impacted during Project construction or operation. In addition, neither district is seeking a new school site in this portion of the City. Project employees are expected to be residents of the City, surrounding cities, or this portion of the County due to the high cost of commuting. It is anticipated most employees will come from the local area and/or neighboring areas, and student generation is not anticipated to be substantially affected by Project development. The City's Development Fee Schedule for 2025 does refer to construction-related School Impact Fees for both Districts for residential and non-residential uses, including industrial, warehouse, and manufacturing uses. For example, Cucamonga District fee is $0.23 per square foot of new building area while the Chaffee District fee is $0.78 per square foot for new industrial buildings). Payment of legally established impact fees are considered full and complete mitigation under CEQA. Therefore, impacts would be less than significant under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### *IV. Parks*

*Analysis of Impacts*

The Project site is zoned Mixed-Employment 2 (ME2) and is surrounded by commercial and industrial development, although there are multi-family residential projects located to the east, southeast, and northwest of the site. The closest City park to the Project site is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site.

The demand for parkland is almost entirely generated by a City's population which in turn results from residents living in the City's housing stock. New residential projects are typically assessed fees to help fund additional parkland and recreational facilities. Commercial and industrial development generates the need for new employees but do not result in new housing or residences that would generate new residents in the City.

Construction of the proposed Project is not anticipated to create any new demand for or adverse physical impacts on local or regional parks located in the surrounding area, nor require the construction of new park facilities, or the physical alteration of existing park facilities. In addition, the Project proposes private recreation and open spaces including internal connective paseos, employee gathering places, pocket parks, and enhanced green spaces to meet the intent of the Development Code (RCMC Chapter 16.28.020 and 16.28.030) regarding park land dedications and industrial subdivisions exemption.

Project operations will be similar to those of the existing beverage facility but expanded with more square footage and more employees. During operation, workers of the new project are anticipated to generate only an minor additional demand for local or regional park facilities and services. Impacts to parks from construction and operation of the proposed Project is therefore considered to be less than significant.

The Project is non-residential so it will not directly generate additional residents who would need or request additional park facilities. The Project design includes internal connective paseos, employee gathering places, pocket parks, and enhanced green spaces for the recreational use of onsite employees and visitors. Therefore, Project impacts on parks will be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

### *V. Other Public Facilities*

*Analysis of Impacts*

The need for other or additional public facilities or services is most often the result of new housing which generates additional population who in turn typically request or require more public services. The Project is largely the reuse/expansion of the existing beverage facility. This beverage manufacturing Project would not require the construction of any new public facilities, the alteration of any existing facilities, or cause a decline in the levels of service which would result in the need to construct new public facilities. The Project would not generate any new households or residences that might increase demand for other public facilities. The proposed Project does not include or would require the construction of any public facilities. Therefore, Project impacts related to other public facilities would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact PS-2 – Would the Project cause substantial adverse cumulative impacts with respect to public services?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. This development includes 1,089 new residential units which will add population to the area as well (see Table 4.0-4, *Cumulative Projects*).

The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) involves construction of two light industrial warehouse buildings which would not generate new housing or population but would generate additional employees into the City workforce. This level of new development may substantially increase the demands on various public services in the area, including police, fire, schools, parks, and other facilities.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

It should be noted that while the 174 cumulative projects are within a 5-mile radius of the Project site, only 57 of them are in Rancho Cucamonga. In addition, only 11 of the cumulative projects are within a 1-mile radius of the Project site and of these only 7 of those projects are in the City of Rancho Cucamonga. These "local" cumulative projects in Rancho Cucamonga represent 6 single family homes, 1,039 multi-family residential units, 165,756 square feet of light industrial uses, and 117,696 square feet of other non-residential development. These cumulative uses will increase demand on all public services as growth occurs. However, such growth is generally consistent with the General Plans and zoning of the City of Rancho Cucamonga and the surrounding jurisdictions covered by the cumulative projects list (County of San Bernardino and the cities of Jurupa Valley and Fontana)(see Table 4.0-4, *Cumulative Projects*). However, the proposed Project is not residential and will not add housing or population, so it will have a less than significant impact on City police and fire services, and no impact on City school, park, or other services. Therefore, it will not make a substantial contribution to any regional cumulative impacts regarding public services.

As outlined in Impact PS-1 above, the proposed Project is not anticipated to substantially increase the need for public services in the City. Development of the Project would not result in an overall net increase in the City's population or housing. No significant unavoidable public service and recreation impacts have been identified for either the construction or operation phases of the Project. However, the level of expected future cumulative development in the City and surrounding areas is substantial so the Project will contribute to long-term increases in the demand for fire and police protection services. The Project is manufacturing in nature and not residential so it is expected to have minimal project or cumulative impacts related to schools, parks, and other public facilities. The cumulative growth, both within the City and within other

jurisdictions, is substantial but is generally consistent with the General Plans and zoning for the City and other jurisdictions (as demonstrated by the lack of General Plan Amendments and Zoning Changes in the cumulative projects list).

Each jurisdiction would manage its own growth including the provision of incremental increases in public services to accommodate the planned growth consistent with their General Plans. While this level of growth is substantial, the proposed Project is not expected to make a significant unanticipated contribution to any adverse impacts related to public services including police, fire, schools, parks, or other governmental services within the City of Rancho Cucamonga. As such, impacts will be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.15.5 - REFERENCES


1 City of Rancho Cucamonga (CRC 2023a). *Rancho Cucamonga General Plan Update – Volume 3 - Safety Element*. [Accessed October 2023].

2 City of Rancho Cucamonga Fire Protection Department (RCFPD). Website accessed October 2023. https://www.cityofrc.us/public-safety/fire

3 City of Rancho Cucamonga Police Department (RCPD). Website accessed October 2023. https://www.cityofrc.us/RCPD

4 Cucamonga School District (CSD). Website accessed October 2023. https://www.cuca.k12.ca.us/

5 Chaffey Joint High School District (CJHSD). Website accessed October 2023. https://cjuhsd.net/

6 City of Rancho Cucamonga, Community Services Department. Website accessed October 2023. https://www.cityofrc.us/community-services

7 City of Rancho Cucamonga Library. Website accessed October 2023. https://www.cityofrc.us/library

8 California Office of the State Fire Marshal (COSFM 2023). *Fire Hazard Severity Zone* Maps.https://calfireforestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. [Accessed October 2023].

9 City of Rancho Cucamonga (CRC 2023b). Development Impact Fees Schedule 2023. https://www.cityofrc.us/construction-development/development-fees. [Accessed October 2023].

### 4.15.6 - ACRONYMS

| | |
|---|---|
| CEQA | California Environmental Quality Act (1970), as amended |
| CSD | Cucamonga School District |
| CJHSD | Chaffey Joint High School District |
| CPTED | Crime Prevention Through Environmental Design |
| EMS | Emergency Medical Technician |
| FEMA | Federal Emergency Management Act |
| FFSA | Federal Fire Safety Act |
| ME2 | Mixed-Employment 2 (ME2) zoning |
| OMSD | Ontario-Montclair School District |
| OSHA | Occupational Safety and Health Administration |
| PlanRC | Current City of Rancho Cucamonga General Plan |
| RCDC | Rancho Cucamonga Development Code (Title 17 of RCMC) |
| RCFPD | Rancho Cucamonga Fire Protection District |
| RCMC | Rancho Cucamonga Municipal Code |
| SBCSD | San Bernardino County Sheriff's Department |
| SWAT | Special Weapons and Tactics (police department program) |
| VHFHSZ | Very High Fire Hazard Safety Zone |
| WUI | Wildland Urban Interface |

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# 4.16 – Recreation

This EIR section addresses recreation impacts associated with the proposed Project. Issues of interest are recreation impacts identified by the CEQA Guidelines and whether the Project will: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, and whether the Project will include recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 4.16.1 – ENVIRONMENTAL SETTING

### Parks & Trails

As described in Threshold 4.15, *Public Services*, the Community Services Department operates park and recreational facilities and programs for the City[1]. Neighborhood parks are generally between 5 and 10 acres in size and are for residents in the immediate vicinity of the park. Community parks typically range between 20 and 40 acres in size and are to provide a wide variety of recreation amenities, including lighted athletic fields and courts, recreation centers, skate facilities, and cultural uses. Additionally, there are local feeder trails and community trails that connect to the park system and to the Equestrian Overlay located in the northern area of the City.

The Project site is located approximately 1.3 miles northeast of the closest park, the Ontario Motor Speedway Park (in Ontario). However, the closest City park to the Project site is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site[2]. There are no official parks or other recreational facilities within the immediate Project area, nor any trails identified on or adjacent to the Project site[2].

## 4.16.2 – REGULATORY FRAMEWORK

### Local

PlanRC, City of Rancho Cucamonga General Plan Update[1]

Volume 2 of PlanRC addresses the Built Environment, and Chapter 2 of that volume addresses Land Use and Community Character, including the provision of parks within Community Planning Areas. The Project site is located within the Central South Community Plan Area which is planned to be a major southern gateway into the City from the I-10 Freeway.

## 4.16.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to recreation if it would:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

## 4.16.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to increases in the use of existing recreational facilities and the potential impacts from construction of recreational facilities.

### Local and Regional Recreational Facilities

***Impact REC-1 – Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

*Analysis of Impacts*

The Project site is zoned Mixed-Employment 2 (ME2) and is surrounded by commercial and industrial development, although there are multi-family residential projects generally located to the east, southeast, and northwest of the site. The Project site is located approximately 0.7-mile southeast of the closest City park which is Old Town Park located at 10033 Feron Boulevard.

The demand for parkland is almost entirely generated by a City's population which in turn results from residents living in the City's housing stock. New residential projects are typically assessed fees to help fund additional parkland and recreational facilities. Commercial and industrial development generates the need for new employees but do not result in new housing or residences that would generate new residents in the City.

Construction of the proposed Project is not anticipated to create any new demand for or adverse physical impacts on local or regional parks located in the surrounding area, nor require the construction of new park facilities, or the physical alteration of existing park facilities. In addition, the Project proposes internal connective paseos, employee gathering places, pocket parks, and enhanced green spaces to meet the intent of the Development Code.

Project operations will be similar to those of the existing beverage facility but expanded with more square footage and more employees (i.e., +1 million square feet and +488 employees). However, it is overly speculative to try to estimate how many of these new employees will actually be or become residents of the City. During operation, workers of the new Project are anticipated to generate only an incremental additional demand for local or regional park facilities and services. Impacts to parks from construction and operation of the proposed Project is therefore considered to be less than significant.

The Project is non-residential so it will not directly generate additional residents who would need or request additional park facilities. The Project design includes internal connective paseos, employee gathering places, pocket parks, and enhanced green spaces for the recreational use of onsite employees and visitors. Therefore, Project impacts on parks will be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Expansion of Recreational Facilities**

***Impact REC-2 – Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?***

*Analysis of Impacts*

The Project as proposed does not include any recreational facilities, nor does it require the expansion of existing recreational facilities. As stated in Impact REC-1 above, potential impacts to parks and recreation facilities as a result of the construction and operation of the proposed Project would be less than significant. The Project would not require construction or expansion of recreation facilities which might have an adverse physical effect on the environment. Therefore, impacts would be less than significant.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact REC-3 - Would the Project cause substantial adverse cumulative impacts with respect to Recreation?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. This development includes 1,089 new residential units which will add population to the area as well (see Table 4.0-4, *Cumulative Projects*).

The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) involves construction of two light industrial warehouse buildings which would not generate new housing or population that would need park facilities but would generate additional employees into the City workforce. This level of new development may substantially increase the demands on parks and recreational programs and facilities.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are

still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

The level of expected future development in the City and surrounding areas is substantial (i.e., 170 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). In addition, the City's General Plan anticipates continued growth of City population and housing into the future. It is expected that future residential development in the three cities and the County will result in an increase over time for the demand for and supply of parkland and recreational facilities.

Regarding new park facilities, Impact Sections REC-1 and REC-2 indicates the proposed Project does not generate a need for new parks and does not include the development of recreational facilities, nor would development of the Project result in the physical deterioration of existing facilities so much so that that they would require physical alterations. The Project does not propose new housing and is not anticipated to lead to an increase in population that would substantially increase the use of any existing park or recreational facilities within the City.

The 174 regional cumulative projects will result in the construction and occupancy of 8,362 new residential units, and even the 11 local cumulative projects will result in 1,089 new residential units (Tables 4.0-1 and 4.0-2, respectively) most of which will be in Rancho Cucamonga. These additional local units will result in thousands of additional residents in the City of Rancho Cucamonga. This added population will create a demand for additional park services. However, the proposed Project is not residential and will not add housing or population, so it will have an impact on City park services. Therefore, it will not make a substantial contribution to any regional cumulative impacts regarding parks and recreational facilities or services. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.16.5 - REFERENCES

1 City of Rancho Cucamonga. *Rancho Cucamonga General Plan Update – Volume 3 - Safety Element*. [Accessed October 2023].

2 City of Rancho Cucamonga, Community Services Department. Website accessed October 2023. https://www.cityofrc.us/community-services

3 City of Rancho Cucamonga. Development Impact Fees Schedule 2023. https://www.cityofrc.us/construction-development/development-fees. [Accessed October 2023].

### 4.16.6 - ACRONYMS

| | |
|---|---|
| CEQA | California Environmental Quality Act (1970), as amended |
| PlanRC | Current City of Rancho Cucamonga General Plan |
| RCDC | Rancho Cucamonga Development Code (Title 17 of RCMC) |

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# 4.17 – Transportation

This EIR chapter addresses transportation and traffic impacts associated with the proposed Project including whether the Project will conflict with a program plan, ordinance or policy addressing the circulation system, or whether the Project will conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b) regarding vehicle miles traveled (VMT) as opposed to the historical level of service (LOS) or congestion-based methodology. In addition, this section will examine whether the Project will substantially increase hazards due to a geometric design feature or incompatible uses, whether the Project will result in inadequate emergency access, and if the project would result in any cumulative impacts. An LOS traffic study was prepared by Fehr & Peers in November 2024 and a VMT Study prepared by The Ganddini Group in February 2024 (Appendix K). It should be noted that for the following discussion, the term existing use refers to the operation of the beverage distribution warehouse on the site at the time the NOP was issued.

## 4.17.1 – ENVIRONMENTAL SETTING

### Roadway Network

LOS traffic study prepared by Fehr & Peers[1] in November 2024 (Appendix K) and relevant information was taken from Figure M-3 of the Mobility Element, General Plan EIR[2] dated 2021, Figure 5.17-1, General Roadway Hierarchy Types, and Figure 5.17-2, Roadway Classifications to prepare the following analysis.

Local and Regional Access

According to Figure M-3 in the Mobility and Access Chapter[3] of the City General Plan, the Project site is surrounded by the following four improved roadways:

- Haven Avenue – designated a Boulevard – prioritizes bicycles, pedestrians, and transit and allows automobiles
- Utica Avenue – considered a local street in the Mobility Element
- 6th Street – designated a Bicycle Corridor - prioritizes bicycles and pedestrians and allows transit and automobiles
- 7th Street – designated a Collector Street – prioritizes automobiles, bicycles, and pedestrians and allows transit.

Primary access to the surrounding area, both local and regional, is provided by Haven Avenue (north-south) with local access via 6th Street and 7th Street (east-west). Haven Avenue provides regional access to the I-10 Freeway 1.2 miles to the south (with direct ramps) and to the I-15 Freeway 1.5 miles east of the Project site via connections to Foothill Boulevard 1.3 miles to the north and Fourth Street 0.5-mile to the south (see Exhibit 4.17-1, Project Area Circulation). The existing onsite offices at the southwest corner of the Project site currently take access from both Haven Avenue and 6th Street. The existing warehouse building at the northeast corner of the site has direct access off of 7th Street to the north and Utica Avenue to the east. Figure M-9, Truck Routes, in the Mobility and Access Chapter of the City General Plan show that Haven Avenue and 6th Street in the area around the Project site are designated truck routes.

Existing Onsite Land Uses

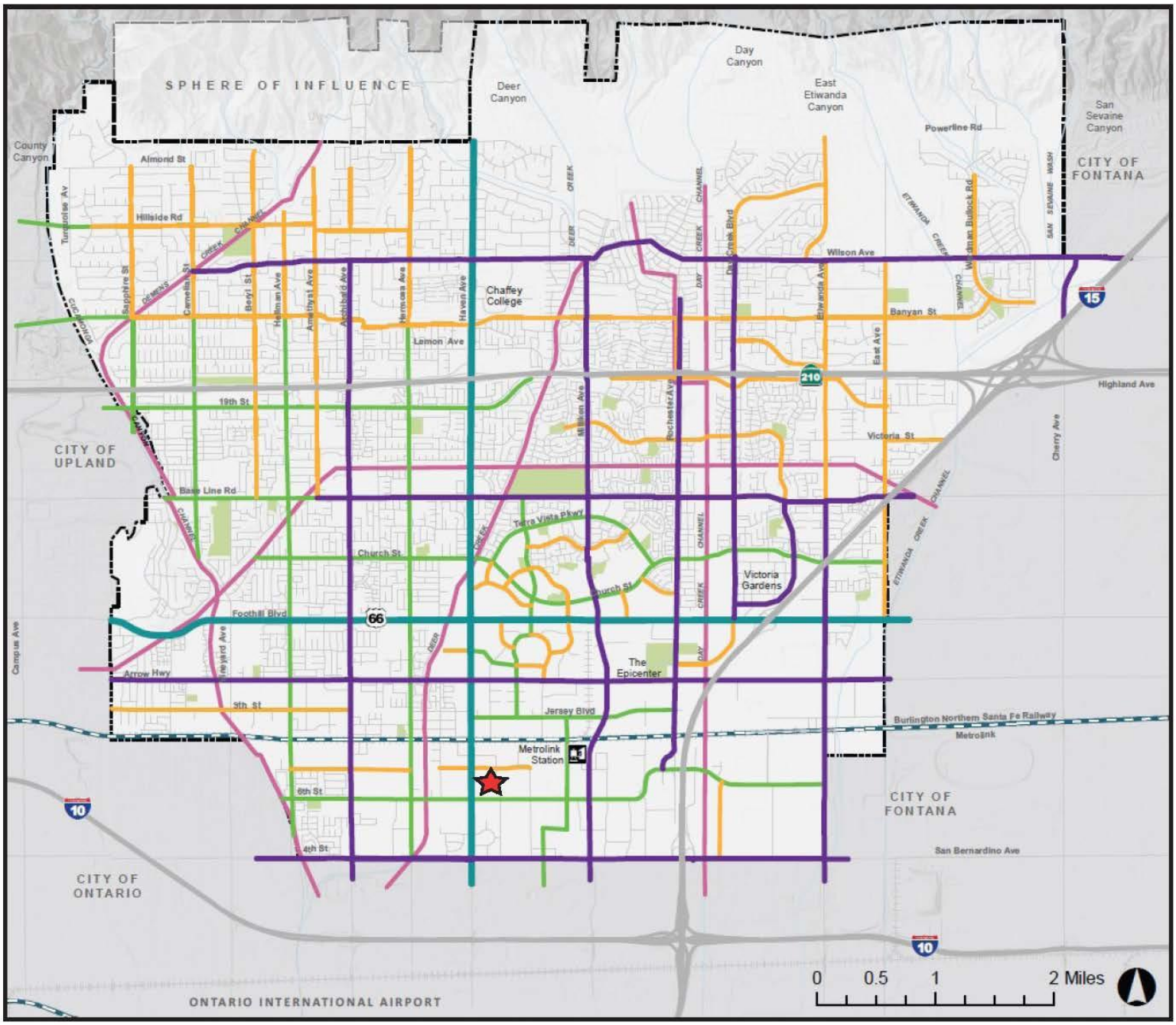
Table 4.17-1 from the Fehr and Peers study shows the estimated number of trips from the existing land uses on the Project site. The Project site currently has two office buildings with a total of 33,000 square feet of floor area in the southwest corner, with a variety of uses that generate approximately 356 daily vehicle trips almost all of which are from passenger vehicles. The beverage distribution center in the southern portion of the site east of the office buildings has approximately 122,000 square feet of floor area and generates 429 passenger vehicle trips and 291 truck trips (2- through 4-axle trucks). The data for the beverage facility is based on its operation at the time the NOP was issued. Finally, in the northeast corner of the site is the 7th Street warehouse which contains 62,000 square feet of floor area and generates approximately 37 total trips per day. most of which are passenger vehicles. In total, the Project site currently generates a total of 1,115 trips per day of which 297 trips or 26.3 percent are trucks.

**Table 4.17-1**
**Existing Site Trip Generation**

| Vehicle Type | Peak Hour | | Average Daily Trips(A) | |
|---|---|---|---|---|
| | AM | PM | Number | Percent |
| Office Uses (33 KSF) | | | | |
| Passenger Vehicles | 29 | 29 | 352 | 32% |
| 2-axle Trucks | 0 | 0 | 4 | <1% |
| Distribution Center (129 KSF) | | | | |
| Passenger Vehicles | 34 | 17 | 429 | 38% |
| *2-axle Trucks* | *1* | *0* | *15* | |
| *3-axle Trucks* | *0* | *0* | *11* | |
| *4-axle Trucks* | *15* | *10* | *265* | |
| Truck Subtotal | 16 | 10 | 291 | 26% |
| DC Subtotal(B) | 50 | 27 | 720 | 64% |
| 7th Street Warehouse (62 KSF) | | | | |
| Passenger Vehicles | 7 | 3 | 35 | 3% |
| 2-axle Trucks | 1 | 0 | 2 | <1%% |
| **TOTAL** | | | | |
| **Passenger Vehicles** | **70** | **49** | **816** | **73%** |
| **Truck Trips(B)** | **17** | **10** | **297** | **27%** |
| **Vehicular Trips(B)** (cars+trucks) | **86** | **59** | **1,115** | **100%** |
| **Existing PCE(C)** | **117** | **79** | **1,681** | **--** |

Source: Table 3, Fehr and Peers November 2024[1]

(A) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips only occur 5 days out of the week (Monday through Friday) for the DC and 7th Street Warehouse.
(B) Totals may not equal due to rounding.
(C) Passenger Car Equivalent (PCE) represents, for analytical purposes, the number of passenger cars displaced by each truck in the traffic stream under specific conditions of flow (due to the truck's length). A truck is calculated to have a value higher than one passenger car with the multiplier used dependent on the number of axles a truck has (i.e., one truck equals X number of passenger vehicles in the traffic stream).




- Freeway
- Arterial Roadway
- Boulevard
- Collector Street
- Bicycle Corridor
- Multi-Use Trail
- Local Streets
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink
- Railroads
- Parks

**Project Location** ★

Priority Modes of Travel

*Fehr & Peers, 2021*

| Typology | Auto | Bike | Pedestrian | Transit |
|---|---|---|---|---|
| Freeway | P | X | X | P |
| Arterial Roadway | P | A | A | P |
| Boulevard | A | P | P | P |
| Collector Street | P | P | P | A |
| Bicycle Corridor | A | P | P | A |
| Multi-Use Trail | X | P | P | X |
| Local Street | A | P | P | A |

P=Priority Mode, A=Allowable Mode, X=Prohibited Mode



## Exhibit 4.17-1 Project Area Circulation

El Camino Project
Rancho Cucamonga, California

Planned Roadway Network Improvements

According to the SCAG 2020 RTP/SCS[6] approved project list of Federal Transportation Improvement Program (FTIP), several roadway improvements are planned in the City of Rancho Cucamonga. However, GP EIR Table 5.17-4, Major Improvement Projects, shows no state highway, local highway, or transit projects planned in the vicinity of the Project site. The 2020 RTP/SCS plan is the most recent plan to contain the FTIP roadway listing.

The City's Capital Improvement Program (CIP) includes streets and traffic projects to update the non-vehicle, bicycle, and pedestrian networks. The CIP includes funding for pre-construction activities such as feasibility studies and design, as well as construction funding. The proposed network improvements in Rancho Cucamonga with construction funding in the 2019-2020 CIP do not include any of the streets bounding the Project site at this time.

Three of the four roadways adjacent to the Project site are partially improved in terms of ultimate right-of-way (ROW) requirements. Only Haven Avenue is fully improved in terms of full-width lanes, sidewalks, and curb-and-gutters within its right-of-way (ROW). 6th Street is improved with a sidewalk adjacent to the Project site. Utica Avenue and 7th Street have roadway lanes but do not have sidewalks adjacent to the Project site.

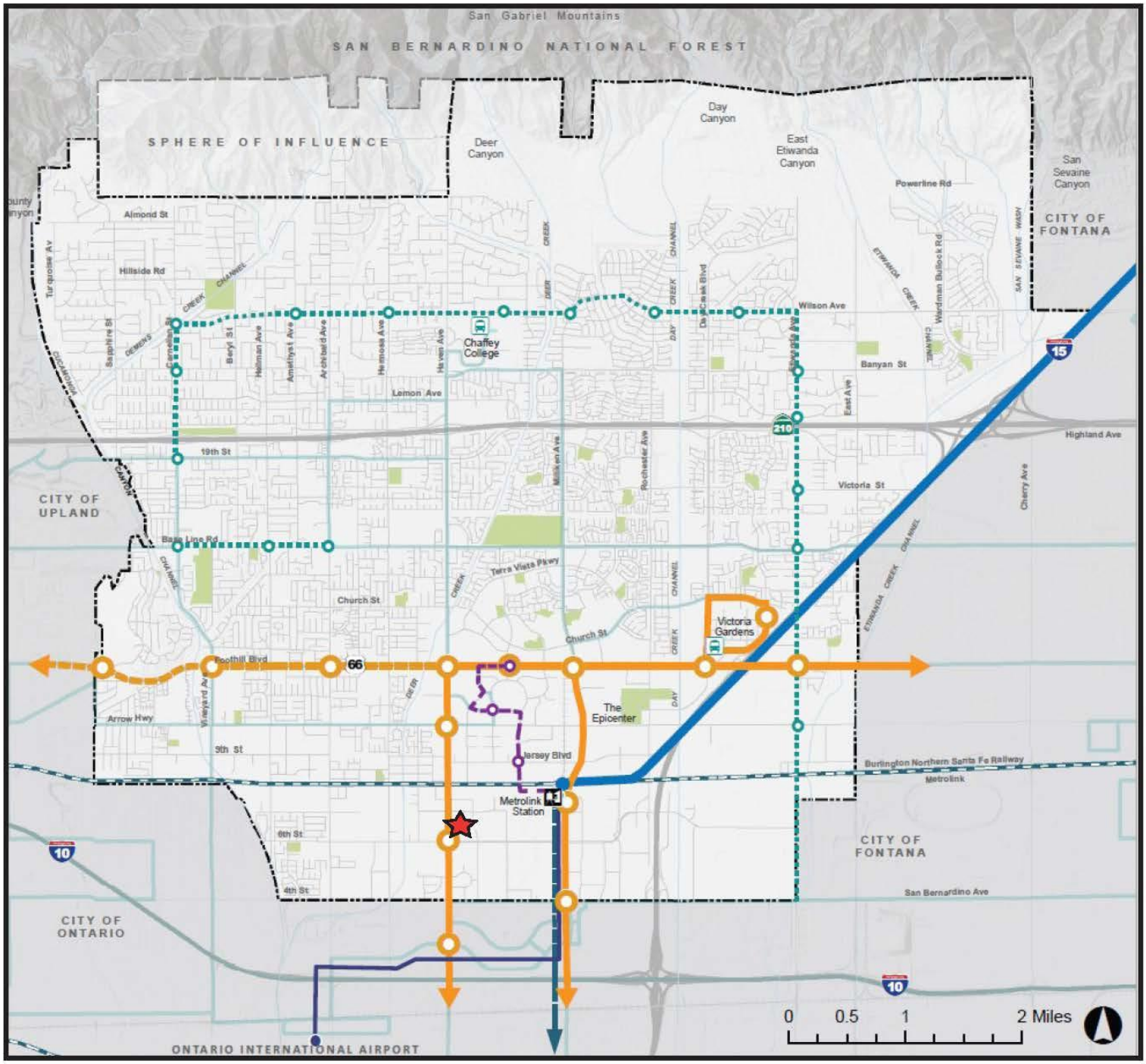
Transit - Bus and Light Rail

Bus transit services to the Project area are provided by OmniTrans, a regional transportation provider. The Project area is served by bus Route 81 running north-south along Haven Avenue. There are two bus stops adjacent or in proximity to the Project site, one for northbound busses on the east side of Haven Avenue adjacent to the two existing office buildings, and one for southbound busses on the west side of Haven Avenue near 6th Street to serve the commercial center across Haven Avenue from the Project site.

Commuter rail transit is provided to Rancho Cucamonga by Metrolink through the Southern California Regional Rail Authority (SCRRA). Their San Bernardino Line runs east-west approximately 0.3-mile north of the site (just north of East 8th Street) with a Metrolink Station at 11208 Azusa Court in Rancho Cucamonga approximately 1.3 driving miles northeast of the Project site, At this point Metrolink shares the Burlington Northern Santa Fe Railroad lines through this area. Figure 5.17-3, Transit Facilities, in the General Plan EIR indicates the Metrolink Gold Line may eventually extend as far as Rancho Cucamonga but no timing or funding has been established as yet. Notably, the future Brightline High Speed Rail Station, which will connect Rancho Cucamonga to Las Vegas via a high speed rail line, will be located immediately adjacent to the existing Metrolink station. In addition, Figure M-1, Transit Plan, in the Mobility and Access Chapter of the City General Plan indicates Haven Avenue is a "Planned Bus Rapid Transit" (BRT) corridor and at present a BRT stop is planned for Haven Avenue/6th Street.

Bicycle System

There are Class II (on-street, striped and signed) bicycle lanes on both sides of Haven Avenue in the Project area that will eventually connect to other roads with bicycle lanes on 6th Street bounding the Project site to the south and 4th Street further to the south (see GP EIR Figure 5.17-4, Existing and Proposed Bicycle Facilities). The Haven Avenue bicycle lanes also connect to similar Class II bicycle lanes on Arrow Route 0.8-mile to the north and on Inland Empire Boulevard 0.9-mile miles to the south (see Exhibit 4.17-3, Bicycle Facilities). In addition, Figure M-3, Layered Roadway Network, in the Mobility and Access Chapter of the City General Plan indicates 6th Street both east and west of the Project site is designated as a "Bicycle Corridor"



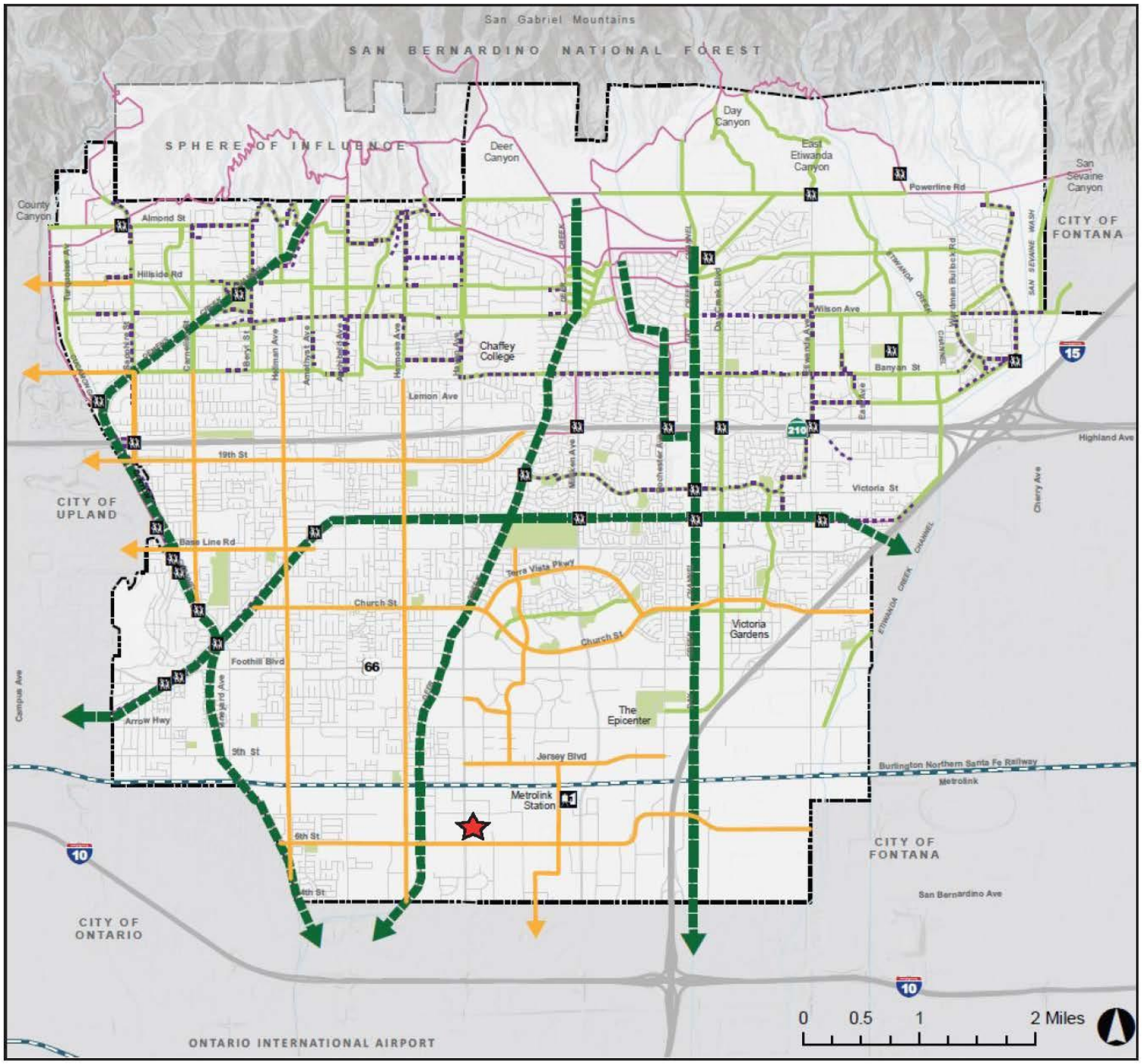

Project Location

- Planned High Speed Rail
- Planned Bus Rapid Transit
- Planned Tunnel Connection
- Proposed Bus Route
- Proposed Bus Rapid Transit
- Proposed Local Circulator (possible Tunnel Connection)
- Proposed Transit Connection
- Omnitrans Bus Routes
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink Tracks
- Railroads
- Parks



## Exhibit 4.17-2 Transit Facilities

El Camino Project
Rancho Cucamonga, California




Project Location

- Bicycle and Pedestrian Priority
- Trail Corridors
- Proposed Connections
- Equestrian Trails
- Community Trails
- Regional Trails
- Trailheads
- City Boundary
- Sphere of Influence
- Cucamonga Station
- Metrolink
- Railroads
- Parks

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# Exhibit 4.17-3 Bicycle and Pedestrian Facilities

El Camino Project
Rancho Cucamonga, California

Pedestrian Facilities

At present there is a sidewalk on the east side of Haven Avenue except adjacent to the undeveloped parcel. There is also a continuous sidewalk on the west side of Haven Avenue across from the Project site (northwest of the existing onsite offices) as this area is already fully developed.

6th Street has a meandering sidewalk on the north and south side of the street. There is a sidewalk along 7th Street to the north but not on the south side along the boundary of the Project site and the warehouse to the west. Utica Avenue has a full-length sidewalk along the eastern side of the street and there is a sidewalk along the west side adjacent to the Project site except adjacent to the undeveloped parcel on the Project site. Figure OS-2, Trails and Sidewalks, in the Mobility and Access Chapter of the City General Plan shows that sidewalks are planned the length of Haven Avenue and on 6th and 7th Streets both east and west of the Project site. In addition, Figure M-4, Bicycle and Pedestrian Priority, shows 6th Street as a "bicycle and pedestrian priority" (see Exhibit 4.17-3, Bicycle and Pedestrian Facilities).

## 4.17.2 – REGULATORY FRAMEWORK

### State

State of California Department of Transportation (Caltrans)

The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4, for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project.

Senate Bill (SB) 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) process for several categories of development projects including the development of infill projects in transit priority areas and to balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. SB 743 adds Chapter 2.7: Modernization of Transportation Analysis for Transit Oriented Infill Projects to the CEQA Statute (Section 21099). Among other things, SB 743 mandates that alternative metric(s) for determining impacts relative to transportation shall be developed to replace the use of LOS in CEQA documents. Previously, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS. Pursuant to SB743, the focus of transportation analysis from vehicle delay to vehicle miles traveled (VMT). OPR released two rounds of draft proposals for updating the CEQA Guidelines related to evaluating transportation impacts and, after further study and consideration of public comment, submitted a final set of revisions to the Natural Resources Agency in November 2017. This was followed by a rulemaking process that would implement the requirements of the legislation. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018. Under CEQA Guidelines Section 15064.3, statewide application of the new VMT metric was required beginning on July 1, 2020.

## Regional

Regional Transportation Plan/Sustainable Communities Strategy

As the metropolitan planning organization for the region's six counties and 191 cities, the Regional Council of Southern California Association of Governments (SCAG) is mandated by law to develop a long-term regional transportation and sustainability plan every four years. In April 2024, SCAG's Regional Council approved and fully adopted the 2024 Connect SoCal (2025–2050 Regional Transportation Plan/Sustainable Communities Strategy). Connect SoCal[6] is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. Connect SoCal identifies 10 goals that fall into four categories: economy, mobility, environment and healthy/complete communities. The RTP/SCS is discussed further in Section 4.11, Land Use and Planning, of this Draft EIR.

San Bernardino County Congestion Management Program

The San Bernardino County Transportation Authority (SBCTA) is San Bernardino's Congestion Management Agency (CMA). SBCTA prepares, monitors and periodically updates the County CMP to meet federal Congestion Management Process requirement and the County's Measure I Program. The San Bernardino County CMP defines a network of state highways and arterials, level of service standards and related procedures; the process for mitigation of impacts of new development on the transportations system' and technical justification for the approach.

Measure I Strategic Plan

Measure I authorized a half-cent sales tax in San Bernardino County until March 2040 for use exclusively on transportation improvement and traffic management programs. Measure I includes language mandating development to pay its fair share for transportation improvements in San Bernardino County. The Measure I Strategic Plan[7] is the official guide for the allocation and administration of the combination of local transportation sales tax, State and Federal transportation revenues, and private fair-share contributions to regional transportation facilities to fund the Measure I 2010–2040 transportation programs. The Strategic Plan identifies funding categories and allocations and planned transportation improvement projects in the County for freeways, major and local arterials, bus and rail transit, and traffic management systems. The City has adopted a development impact fee (DIF) program that is consistent with Measure I requirements.

## Local

PlanRC, City of Rancho Cucamonga General Plan Update

Mobility and Access Chapter

The Mobility and Access Chapter of the City General Plan includes goals and policies that would be applied to the Project related to traffic. This chapter represents the City's overall circulation/transportation plan to accommodate the movement of people and products throughout the City.

| | |
|---|---|
| Goal MA-2 | Access for All. A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users. |
| Policy MA-2.8 | Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of |

intersections and roadways that are protected from this level of service policy where: 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms.

Policy MA-2.12 Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc.

Goal MA-3 Safety. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

Policy MA-3.4 Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community.

Goal MA-4 Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses.

Policy MA-4.1 Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors.

Goal MA-5 Sustainable Transportation. A transportation network that adapts to changing mobility needs.

Policy MA-5.1 Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes.

Land Use and Community Character Chapter

The Land Use and Community Character Chapter of the City of the Rancho Cucamonga GP provides guidance to promote the City's goals for current and future development.

Goal LC-2 Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

Policy LC-2.3 Streetscape. Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

Goal LC-5 Connected Corridors. A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.

Policy LC-5.1 Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network,

prioritizing connections to schools, parks, and neighborhood activity centers.

Title 10 of the City Municipal Code

Title 10 of the Rancho Cucamonga Municipal Code specifically addresses vehicles and traffic in the City. This regulation establishes a traffic enforcement division within the San Bernardino County Sheriff's Department (SBCSD) to enforce the street traffic regulations of the City and State vehicle laws. It also outlines the responsibilities of the City Traffic Engineer, advisory traffic committee, SBCSD as they relate to traffic regulations and their enforcement.

Title 10 includes speed limits on various streets in the City, designates one-way streets and alleys, stop-controlled streets; identifies driving rules, pedestrian rights and duties, and restrictions on stopping, standing and parking; establishes permit parking districts and truck routes; and contains other regulations that promote public safety on streets, sidewalks and driveways.

Designated truck routes are limited to major and secondary arterials where trucks could travel and prevent trucks from utilizing local streets in residential neighborhoods.

## 4.17.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to transportation and traffic if it would:

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;

b) Conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b) (this section deals with Vehicle Miles Traveled as described below);

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

d) Result in inadequate emergency access.

Regarding VMT impacts, the City traffic and VMT study guidelines[8] indicate that a project would result in a significant project-generated VMT impact if either of the following conditions are satisfied:

1. The baseline project-generated VMT per service population exceeds the City of Rancho Cucamonga General Plan Buildout VMT per service population; or
2. The cumulative project-generated VMT per service population exceeds the City of Rancho Cucamonga General Plan Buildout VMT per service population.

In addition, the project's effect on VMT would be considered significant[8] if it resulted in the following condition being satisfied:

1. The cumulative link-level boundary VMT per service population within the City boundary will increase under the plus project condition compared to the no project condition.

The "Cumulative No Project" analysis reflects the adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Accordingly, cumulative impacts shall be considered less than significant if a project is consistent with the RTP/SCS, absent substantial evidence to the contrary[8].

## 4.17.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to transportation and traffic, which could result from the implementation of the Project and recommends mitigation measures if needed to reduce significant impacts.

### Existing Circulation System Plans, Ordinances, or Policies

***Impact TRANS-1 – Would the project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

*Analysis of Impacts*

**Circulation System.** Prior to preparing a Transportation Impact Assessment[1] (TIA) for the Project, Fehr & Peers (F&P) prepared a Scoping Agreement that outlined the specific land use and trip generation parameters the TIA would use to evaluate Project impacts. Subsequent to the Scoping Agreement, Fehr & Peers prepared a TIA for the proposed Project dated November 2024 (F&P 2024). According to the Scoping Agreement, the proposed Project is forecast to generate approximately 142 net new vehicle trips (including trucks) and 282 net new Passenger Car Equivalent (PCE) trips in the AM Peak period, 70 net new vehicle trips and 167 net new PCE trips in the PM peak period, 2,115 total net new daily vehicle trips and 4,399 net new daily PCE trips. A PCE is the number of passenger cars that will result in the same operational conditions as a single heavy vehicle of a particular type under identical roadway, traffic, and control conditions (i.e,, a truck takes up the space of X number of passenger vehicles in a travel lane). PCE represents the number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow. PCE for a truck is more than one passenger car trip and is calculated based on the number of axles associated with a particular type of truck. Table 4.17-2 shows the estimated vehicular trips that will be generated by the proposed Project.

The 2024 TIA evaluated thirteen local intersections to determine if the Project would be consistent with the Level of Service (LOS) policies in *City of Rancho Cucamonga Traffic Impact Analysis Guidelines (2020)* as well as the City's Circulation Element of their General Plan (PlanRC). The TIA examined Project traffic impacts for existing (Year 2024) conditions, opening year (2026), and a cumulative year (2040). The TIA concluded that under all analysis scenarios, all intersections operate at or better than acceptable LOS standards in the AM and PM peak hours. In addition, the five study intersections for midday peak hour also operate at or better than acceptable LOS standards. Since no operational deficiencies were identified at any of the studied intersections, intersection improvements were not required or proposed. The TIA also concluded the Project does not conflict with adopted policies, plans, or programs regarding transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, the Project would result in less than significant impacts related to active transportation

**Relationship of Parking to the Site Plan.** Parking was removed years ago from Appendix G of the State CEQA Guidelines as a specific CEQA topic of analysis. However, in this case parking has the potential to affect the site plan which could affect other Project characteristics such as

building square footage, so a brief examination of parking requirements versus parking provided is included in this section.

A Project-specific Parking Study[4] was prepared and is provided in Appendix K. Based on the Project's planned shift operations, the anticipated parking demand over a typical 24-hour period was calculated. The peak parking demand was estimated to be 464 spaces from 11 AM to 12 PM using the employment projections for the site and assuming every employee on-site generates demand for one parking space. The City of Rancho Cucamonga Municipal Code (RCMC) §17.64.050 specifies the minimum number of passenger vehicle and trailer parking spaces required for a variety of land uses. A direct application of the Municipal Code parking requirements to the Project results in 794 required spaces for passenger vehicles and 59 spaces for trailers.

The Parking Study indicates the forecasted parking demand for the manufacturing use is less than what the RCMC parking rates would require as the splitting of employee shift schedules into 3 staggered shifts (spanning the entire 24-hr period rather than only the typical working hours) reduces the peak parking demand (related to the manufacturing use) from 416 (total employees) to a maximum of 291 (when shifts 1 and 2 overlap in schedule). The proposed office use is also anticipated to generate less than typical demand due to the high percentage (96.5%) of the 202 sales and merchandise-related employees who will work remotely, and an estimate of 30 executive and human resources related employees working in person during typical working hours. When combined, the total number of in-person employees, and therefore peak parking demand, related to the Project's office use component on a normal workday is significantly lower than that of a typical office development.

The Master Plan indicates the Project proposes more than the required number of distribution related and trailer parking per the RCMC, but it proposes fewer passenger vehicle parking spaces overall when compared to the amount calculated with parking rates from the RCMC. The Parking Study found the proposed parking to be sufficient for the anticipated parking demand based on the highly coordinated operations of the Project. Therefore, the proposed amount of parking will not adversely impact the Project site plan although as indicated in the Master Plan it is less than that outlined in the RCMC.

**Regional Transportation Plans.** In April 2024, the Southern California Association of Governments (SCAG) Regional Council approved the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS[2]) which is now called "Connect SoCal". The core vision of the Connect SoCal Plan is to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020 and 2024). Table 4.11-4 in Section 4.11, *Land Use and Planning*, provides a consistency analysis of the goals from the 2024 Connect SoCal Plan that are relevant to the proposed project. As demonstrated in Table 4.11-4, the proposed Project is consistent with applicable goals in the Connect SoCal Plan, although a number of the goals are not applicable due to the type of project. Overall, this project adds employment to an historically housing rich area and so is generally consistent with SCAG's regional land use goals.

**Table 4.17-2**
**Project Trip Generation**

| Vehicle Type | Peak Hour | | Average Daily Trips[A] | |
|---|---|---|---|---|
| | AM | PM | Number | Percent |
| **Distribution Center (Warehouse 208.3 KSF including 31.6 KSF Office Space** | | | | |
| Passenger Vehicles | 55 | 28 | 692 | |
| 2-axle Trucks | 1 | 1 | 24 | |
| 3-axle Trucks | 1 | 1 | 18 | |
| 4-axle Trucks | 24 | 14 | 428 | |
| Subtotal Trucks[B] | 26 | 16 | 470 | |
| Subtotal Vehicles | 81 | 44 | 1,162 | **36%** |
| Subtotal PCE[C] | 131 | 74 | 2,048 | **36%** |
| **Industrial / Manufacturing (351.6 KSF)** | | | | |
| Passenger Vehicles | 92 | 47 | 1,169 | |
| 2-axle Trucks | 2 | 1 | 41 | |
| 3-axle Trucks | 2 | 1 | 30 | |
| 4-axle Trucks | 40 | 25 | 722 | |
| Subtotal Trucks[B] | 44 | 27 | 793 | |
| Subtotal Vehicles | 136 | 74 | 1,962 | **61%** |
| Subtotal PCE[C] | 219 | 126 | 3,457 | **61%** |
| **Existing Warehouse (62.2 KSF) – Phase 2A (worst case)** | | | | |
| Passenger Vehicles | 10 | 9 | 69 | |
| 2-axle Trucks | 0 | 0 | 2 | |
| 3-axle Trucks | 0 | 0 | 1 | |
| 4-axle Trucks | 1 | 2 | 34 | |
| Subtotal Trucks[B] | 1 | 2 | 37 | |
| Subtotal Vehicles | 11 | 11 | 106 | **3%** |
| Subtotal PCE[C] | 13 | 15 | 176 | 3% |
| **PROJECT TOTAL (gross)** | | | | |
| **Passenger Vehicles** | **157** | **84** | **1,930** | 60% |
| **Truck Trips** | **71** | **45** | **1,300** | 40% |
| **All Vehicle Trips** | **228** | **129** | **3,230** | **100%** |
| **PCE[C]** | **363** | **214** | **5,681** | **100%** |
| **PROJECT TOTAL (net)[D]** | | | | |
| **Total Vehicles** | **142** | **70** | **2,115** | -34.5% |
| **Total PCE** | **282** | **167** | **4,399** | -22.6% |

Source: Table 5.1, Fehr and Peers 2024[1]

(A) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips, as well as $CO_2$ deliveries would only occur 5 days out of the week (Monday through Friday).
(B) Numbers of trucks, totals may not equal due to rounding.
(C) PCE-number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow (i.e,, a truck takes up the space of X number of passenger vehicles in a travel lane).
(D) Project Totals from Table 4.17-2 minus Existing Use Totals from Table 4.17-1

### General Plan Goals and Policies

Table 4.17-3, General Plan Consistency Analysis, shows if or to what degree the project complies with the applicable goals and policies of the City General Plan. The analysis in Table 4.17-3 demonstrates the Project is generally consistent with applicable transportation-related goals and policies of the City's General Plan.

### Rancho Cucamonga Municipal Code

Title 10 of the RCMC addresses truck routes and speed limits for trucks. It should be noted the Project will have direct access to Haven Avenue and 6th Street which are both designated truck routes for the City as shown in Figure M-9, Truck Routes, in the Mobility and Access Chapter of the City General Plan.

**Table 4.17-3**
**General Plan Consistency Analysis**

| General Plan Goals/Policies | Project Consistency |
|---|---|
| *Mobility and Access Chapter* | |
| Goal MA-2: Access for All. A safe, efficient, accessible, and equitable transportation system that serves the mobility needs of all users. | **Consistent.** The project has adequate perimeter and internal access with sidewalks, bicycle lanes, and transit opportunities such as nearby bus stops and access to bus service and commuter rail service for all workers. |
| Policy MA-2.8: Facility Service Levels. Maintain level of service (LOS) D for priority modes on each street; LOS E or F may be acceptable at intersections or segments for modes that are not prioritized. The City will develop a list of intersections and roadways that are protected from this level of service policy where 1) maintaining the standard would be a disincentive to walking, biking or transit; 2) constructing facilities would prevent the City from VMT reduction goals or other priorities, and; 3) maintaining the standard would be incompatible with adjacent land uses and built forms. | **Consistent.** The project LOS traffic study demonstrates the project can meet the City's LOS D requirements at 13 local intersections based on the proposed site plan and planned improvements. The LOS analysis included existing year, opening year with and without the project, and a cumulative year 2040 also with and without the project. In addition to peak hour analyses, five of the intersections were evaluated for midday impacts to assure that truck trips would also not interfere with off-peak intersection operations.<br><br>See Goal MA-2 response regarding multi-modal access. Project VMT study indicates that with mitigation the Project's VMT impacts will be reduced to less than significant levels. Mitigation Measure TRA-1 requires a project-specific Transportation Demand Management (TDM) program which would include but not be limited to carpool/vanpool options, transit ridership subsidies, etc. |
| Policy MA-2.12: Transportation Demand Management. Require new projects to implement Transportation Demand Management strategies, such as employer provided transit pass/parking credit, high-speed communications infrastructure for telecommuting, carpooling incentives, etc. | **Consistent.** Mitigation Measure TRA-1 requires the Project to provide a site-specific TDM program that includes but is not limited to the items specified in this policy. |
| Goal MA-3: Safety. A transportation network that adapts to changing mobility needs while preserving sustainable community values. | **Consistent.** The project plan will allow for attractive internal circulation paths and seating areas and the response to Goal MA-2 indicates |

| General Plan Goals/Policies | Project Consistency |
|---|---|
| | the site have adequate multi-modal access. |
| Policy MA-3.4: Emergency Access. Prioritize development and infrastructure investments that work to implement, maintain, and enhance emergency access throughout the community. | **Consistent.** The project site has full perimeter access and emergency access is available via Haven Avenue and 6th Street. Site will also have internal access from all four perimeter streets. Project plans are also reviewed by the police and fire departments to assure the site will have adequate emergency access. The project will also have to comply with local emergency access rules and regulations. |
| Goal MA-4: Goods Movement. An efficient goods movement system that ensures timely deliveries without compromising quality of life, safety and smooth traffic flow for residents and businesses. | **Consistent.** The project has good local and regional access for trucks to the I-10 and I-215 Freeways. Haven Avenue and 6th Street, are both city designated truck routes. |
| Policy MA-4.1: Truck Network. Avoid designating truck routes that use collector or local streets that primarily serve residential uses and other sensitive receptors. | **Consistent.** The project has two designated truck routes adjacent to the site (Haven Ave. and 6th Street). Direct access to I-10 and I-215 available which will eliminate potential access through residential neighborhoods. |
| Goal MA-5: Sustainable Transportation. A transportation network that adapts to changing mobility needs. | **Consistent.** It should be noted that the project will construct a frontage lane along Haven Avenue which does not now accommodate parking but has been sized to be able to do so if needed in the future. If the use of the site changes in the future, this design gives flexibility to accommodate cars accessing the site as well as bicyclists. Further, the median which would separate this frontage lane from the vehicular travel lanes would be sized in order to accommodate a bus stop.<br><br>The project Master Plan establishes its own block perimeter standards. While it does not meet the block network provisions of the RCMC or General Plan, the project does provide wide linear sidewalks consistent with provisions in the placemaking tool kit of the General Plan, Volume 4, pages 319, 322 and 325. |
| Policy MA-5.1: Land Use Supporting Reduced VMT. Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to non-automotive modes. | **Consistent.** See Goal MA-2 response regarding multi-modal access. Project VMT study indicates that with mitigation the Project's VMT impacts will be reduced to less than significant levels. Mitigation Measure TRA-1 requires a project-specific Transportation Demand Management (TDM) program which would include but not be limited to carpool/vanpool options, transit ridership subsidies, etc. |
| *Land Use and Community Character Chapter* | |
| Goal LC-2: Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort. | **Not Applicable.** This goal is intended for buildings with public access and interaction. The Project buildings are private and public access is not allowed except in the case of authorized visitors. |
| Policy LC-2.3: Streetscape. Enhance the | **Consistent.** The street frontages of the Project, |

| General Plan Goals/Policies | Project Consistency |
|---|---|
| pedestrian experience through streetscape improvements such as enhanced street lighting, street trees, and easement dedications to increase the widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities. | especially Haven Avenue, will have aesthetic treatments and perimeter sidewalks to facilitate public access around the Project site. Haven Avenue also provides access for transit service and bicycle lanes. |
| Goal LC-5: Connected Corridors. A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users. | **Consistent.** The Day Creek open space corridor is west of the site. The project has adequate perimeter and internal access with sidewalks, bicycle lanes, and transit opportunities for all workers. In addition, 6th Street will eventually have bicycle lanes which would connect to the Day Creek corridor. Bus service is provided along Haven Avenue and there is a commuter rail station northeast of the project site. |
| Policy LC-5.1: Improved Street Network. Systematically extend and complete a network of complete streets to ensure a high-level of multi-modal connectivity within and between adjacent Neighborhoods, Centers and Districts. Plan and implement targeted improvements to the quality and number of pedestrian and bicycle routes within the street and trail network, prioritizing connections to schools, parks, and neighborhood activity centers. | **Consistent.** The site is adjacent to Haven Avenue and 6th Street which will support multi-modal access in the future. The project has adequate perimeter and internal access with sidewalks, bicycle lanes, and transit opportunities for all workers (mainly via Haven Avenue). |

Source: PlanRC City General Plan 2021

### Construction Impacts

Construction of the Project may result in temporary conflicts with traffic on surrounding streets depending on the timing of construction, planned improvements such as driveways, and the length of time needed for vehicle access to a particular onsite construction area. The City has standard conditions of approval requiring new construction to prepare a Traffic Control Plan (TCP) prior to any construction. The Project applicant would be required to develop and implement a City-approved TCP addressing potential construction-related traffic detours and disruptions. In general, the TCP will ensure that to the extent practical, construction traffic would access the Project site during off-peak hours; and that construction traffic would be routed to avoid travel through, or proximate to, sensitive land uses.

The 2040 General Plan provides Conditions of Approval (COA) 5.17-2: Future developments with 250 employees or more shall comply with the South Coast Air Quality Management District's (SCAQMD's) Rule 2202, which requires the implementation of trip reduction measures as a means of reducing pollutant emission in the air basin. An employer subject to this Rule shall annually register with the SCAQMD to implement an emission reduction program, in accordance with this Rule. To reduce potential construction emissions, the Project will implement this COA.

### Transit - Bus and Light Rail

The proposed Project already has existing bus service and improvements (i.e., bus stops) available along Haven Avenue. While it is overly speculative to estimate specific numbers, it is likely that many Project employees will take advantage of transit service to and from their work

as long as they have adequate service and stops proximate to their residences as well. Access to the bus-stop on the east side of Haven Avenue just north of 6th Street would also be maintained for Project workers and others in the surrounding community. In addition, the bus stop will be redeveloped as part of the Project with frontage lane improvements along Haven Avenue.

**Bicycle System**

The proposed Project already has existing north-south bicycle lanes available along Haven Avenue, and more are planned in the City in the future[3]. While it is overly speculative to estimate specific numbers, it is likely that some Project employees will take advantage of bike lanes to travel to and from their work as long as they have adequate lanes relatively close to their residences as well. Access to the existing bicycle lane on the east side of Haven Avenue and the eventual bicycle lane on the north side of 6th Street would also be maintained for project workers and others in the surrounding community. In addition, the bus stop on the east side of Haven Avenue will be reconstructed as part of the Project consistent with the frontage lane improvements along Haven Avenue. It should also be noted that the frontage lane proposed along the east side of Haven Avenue separates the Project from the travel lanes of Haven Avenue so it can be considered a Class IV bicycle lane.

**Pedestrian Facilities**

The proposed Project already has existing north-south sidewalks available along Haven Avenue, and more are planned in the City in the future[3]. While it is overly speculative to estimate specific numbers, it is likely that some Project employees will take advantage of sidewalks to travel to and from their work as long as they have sidewalks close to their residences as well. Access to sidewalks on the east side of Haven Avenue and the north side of 6th Street would also be maintained for Project workers and others in the surrounding community.

In summary, the Project will have less than significant impacts related to the transportation system with regulatory compliance. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Conflicts with New VMT Thresholds**

***Impact TRANS-2 – Would the Project conflict or be inconsistent with CEQA guidelines section 15064.3, subdivision (b)?***

*Analysis of Impacts*

The following analysis is based on a Vehicle Miles Traveled (VMT) Study prepared for the Project by The Ganddini Group in February 2024 (Ganddini 2024)[5]. California Senate Bill 743 (SB 743) directed the State Office of Planning and Research (OPR) to amend the CEQA

Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of VMT as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020.

The updated CEQA Guidelines allow for lead agency discretion in establishing methodologies and thresholds provided there is substantial evidence to demonstrate that the established procedures promote the intended goals of the legislation. Where quantitative models or methods are unavailable, Section 15064.3 allows agencies to assess VMT qualitatively using factors such as availability of transit and proximity to other destinations. The Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California, December 2018) ["OPR Technical Advisory"] provides technical considerations regarding methodologies and thresholds with a focus on office, residential, and retail developments as these projects tend to have the greatest influence on VMT.

This VMT analysis was prepared in accordance with the procedures and methodologies specified in the *City of Rancho Cucamonga Traffic Impact Analysis Guidelines (June 2020)* ["City TIA Guidelines"], which was established by the City of Rancho Cucamonga based on guidance from the OPR Technical Advisory.

**Screening Assessment**

As documented in the *El Camino Project Scoping Memorandum* (Fehr & Peers, December 19, 2023), the proposed Project does not satisfy any of the city-established screening thresholds; therefore, further VMT analysis is required to evaluate the Project VMT impact.

Projects that do not satisfy any of the City-established screening steps must complete VMT analysis using the San Bernardino Transportation Analysis Model (SBTAM). In accordance with the City TIA Guidelines, the project-generated VMT and project effect on VMT were calculated by Ganddini using SBTAM for the following scenarios:

- Baseline Conditions: This scenario reflects the existing SBTAM base year model (2016).
- Baseline Plus Project: This scenario reflects a new SBTAM base year model run with the addition of Project socio-economic data (SED) to the project traffic analysis zone (TAZ).
- Cumulative No Project: This scenario reflects the existing SBTAM future year model (2040).
- Cumulative Plus Project: This scenario reflects a new SBTAM future year model run with the addition of project SED to TAZ 53688000.

The Project effect on VMT was evaluated by comparing the total estimated VMT per employee within the City boundary under "no project" and "with project" conditions. VMT for the environmental baseline (existing year 2024) was determined based on linear interpolation between the SBTAM base year and future year model. The SBTAM baseline year is 2016 which was the basis for the 2020-2045 RTP/SCS plan and has not been updated yet for the 2024 RTP/SCS plan.

Table 4.17-4 shows the employment estimates used for the VMT analysis. As shown in Table 4.17-4, an employment density factor of 697 square feet per employee was utilized for low-rise office, 705 square feet per employee for light manufacturing, and 1,195 square feet per employee for warehousing. These values are from the *Employment Density Study Summary Report* (October 31, 2001) prepared for the Southern California Association of Governments (SCAG) by The Natelson Company, Inc. The Project site is projected to have a SBTAM net employment change of 519 total new employees generated.

It should be noted the estimate of 519 new employees is generated by SCAG modeling based on total project square footage and regional land use data, and is used in this VMT analysis to be consistent with the other values related to the VMT calculations within the SBTAM model. In fact, the SBTAM model does not allow project-specific numbers to be input into the model so that regionally applicable average employment numbers are used in the model calculations. These regional numbers differ from the Project-specific employment numbers estimated by the applicant (i.e., net 289 new employees). While these numbers do vary, the quantified calculation of other environmental impacts is based on square footage of new buildings per land use category so having different estimates of employees generated would not change the method of calculation of other quantified environmental impacts (i.e., air quality, health risks, greenhouse gas emissions, energy, or noise).

Table 4.17-5 (parts a through d) summarizes the Project-generated VMT analysis. As shown in Table 4.17-5 (d), baseline project-generated VMT per employee of 18.3 exceeds the City of Rancho Cucamonga General Plan Buildout VMT per employee of 17.0; therefore, the proposed Project is forecast to result in significant VMT impact based on the City-established threshold for baseline project-generated VMT (without mitigation).

**Table 4.17-4**
**Employment Estimates**

| **San Bernardino County** | | |
|---|---|---|
| **Land Use** | **Employment Density Factor** | |
| Low-Rise Office | 697 square feet per employee | |
| Light Manufacturing | 705 square feet per employee | |
| Warehouse | 1,195 square feet per employee | |
| **Employees Generated** | | |
| **Land Use** | **Square Feet** | **Employees** |
| Existing Uses to be Demolished | | |
| Light Manufacturing | -122,000 | -173.05 |
| Existing Uses to Remain | | |
| Low-Rise Office | 33,000 | 47.35 |
| Warehouse | 62,000 | 51.88 |
| Proposed New Uses | | |
| Low-Rise Office | 0 | 0 |
| Warehouse | 356,000 | 297.91 |
| Light Manufacturing | 208,000 | 295.04 |
| **SBTAM Net Employment Change** | | |
| Transportation Employment | -- | +397 |
| Manufacturing Employment | -- | +122 |
| **Total Employment** | **--** | **+519** |

Source: Table 1, Ganddini 2024, SCAG Employment Density Study Summary Report (SCAG 2001)

**Table 4.17-5a**
**Daily VMT Estimates**

| Scenario | 2016 | 2024 | 2040 |
|---|---|---|---|
| **Without Project** | | | |
| HBW VMT | 72,615 | 65,753 | 52,030 |
| Employee | 3,821 | 3,573 | 3,077 |
| VMT/EMP | 19.0 | 18.3 | 16.9 |
| **With Project** | | | |
| HBW VMT | 82,498 | 75,272 | 60,821 |
| Employee | 4,340 | 4,092 | 3,596 |
| VMT/EMP | 19.0 | 18.3 | 16.9 |
| **Project (Net Change)** | | | |
| HBW VMT | 9,883 | 9,883 | 8,791 |
| Employee | 519 | 519 | 519 |
| VMT/EMP | 19.0 | 18.3 | 16.9 |

Source: Table 2, Ganddini 2024, San Bernardino County Transportation Authority, San Bernardino Transportation Analysis Model (SBTAM). HBW = Home-Based Work

**Table 4.17-5b**
**City of Rancho Cucamonga VMT**

| Scenario | 2016 | 2024 | 2040 |
|---|---|---|---|
| HBW VMT | 522,458 | 505,292 | 470,961 |
| Employee | 29,739 | 29,057 | 27,692 |
| VMT/EMP | 17.6 | 17.4 | 17.0 |

Source: Table 2, Ganddini 2024, San Bernardino County Transportation Authority, San Bernardino Transportation Analysis Model (SBTAM). HBW = Home-Based Work

**Table 4.17-5c**
**City VMT Impact**

| Scenario | Citywide Baseline VMT/EMP | Project VMT/EMP | Above/Below Threshold (%) | Significant Effect on VMT Impact? |
|---|---|---|---|---|
| Baseline (2024) | 17.4 | 18.3 | 5.5% | Yes |
| Cumulative With Project (2040) | 17.0 | 16.9 | -0.4% | No |

Source: Table 2, Ganddini 2024, San Bernardino County Transportation Authority, San Bernardino Transportation Analysis Model (SBTAM).

**Table 4.17-5d**
**Project Impact on VMT**

| Scenario | Link-Level VMT | Employees | Link-Level VMT/EMP | Above/Below Threshold (%) | Project Effect on VMT Impact? |
|---|---|---|---|---|---|
| Cumulative Without Project (2040) | 5,081,622 | 27,692 | 183.5 | -1.8% | No |
| Cumulative With Project (2040) | 5,083,076 | 28,211 | 180.2 | | |

Source: Table 2, Ganddini 2024, San Bernardino County Transportation Authority, San Bernardino Transportation Analysis Model (SBTAM).

As also shown in Table 4.17-5 parts a through d, cumulative Project-generated VMT per employee of 16.9 does not exceed the City of Rancho Cucamonga General Plan Buildout VMT per employee of 17.0; therefore, the proposed Project is forecast to result in a less than significant VMT impact based on the City-established threshold for cumulative Project-generated VMT.

Table 4.17-5 summarizes the Project effect on VMT. As shown in Table 4.17-5, cumulative link-level boundary VMT per employee within the City boundary is estimated to decrease under the plus Project condition compared to the no Project condition; therefore, the proposed Project is forecast to result in a less than significant VMT impact based on the City-established threshold for cumulative project effect on VMT.

As shown on Table 4.17-5(c), baseline project-generated VMT per employee of 18.3 exceeds the City-established threshold of 17.4 VMT per employee. To reduce the baseline project-generated VMT to a less than significant level, baseline project-generated VMT must be reduced by 0.9 VMT per employee, or approximately 4.9 percent as shown in Table 4.17-5(d). The VMT Study therefore recommended Mitigation Measure TRA-1 to reduce project VMT below the City's adopted standard.

The proposed Project is forecast to result in a significant VMT impact based on the City-established thresholds for baseline project-generated VMT. Cumulative project-generated VMT and the cumulative project effect on VMT is forecast to be less than significant based on City-established thresholds. With Mitigation Measure TRA-1, project VMT impacts would be less than significant under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

**TRA-1** **VMT/TDM Reduction Plan.** The proposed project shall implement a commute trip reduction program consisting of transportation demand management (TDM) measures that achieve a minimum VMT reduction of 4.9 percent. The VMT reduction associated with the TDM measures to be implemented shall be quantified in accordance with the California Air Pollution Control Officers Association *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Designed for Local Governments, Communities, and Project Developers* (December 2021). Per General Plan Condition of Approval (COA) 5.17-3, the project shall provide but is not limited to the following as determined applicable by City staff:

1) Provide car-sharing, bike sharing, or ride-sharing programs;
2) Improve or increase access to transit;
3) Include project measures to reduce transportation requirements such as work from home and flexible work schedules;
4) Link to existing pedestrian or bicycle networks, or transit service; and/or
5) Provide traffic calming where applicable.

Alternatively, the project may participate in a regional VMT mitigation exchange/banking program (if one has been established) to reduce VMT from the project or other land uses to achieve stated levels.

Within one year of Phase 2 becoming fully operational, the developer must demonstrate a project trip reduction of at least 4.9% from estimated trips based on implementation of the actions and programs outlined in this mitigation measure. If the 4.9% reduction cannot be demonstrated at that time, the project shall expand its VMT program offerings or participate in a regional VMT mitigation bank if such a program is available to achieve the 4.9% reduction goal. The project shall submit annual reports to the City to demonstrate ongoing compliance with this project VMT reduction goal.

*Level of Significance After Mitigation*

Less than Significant

**Design Feature Hazards**

***Impact TRANS-3– Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

*Analysis of Impacts*

The Project has a grid of existing improved streets surrounding it, the largest of which is Haven Avenue to the west. The existing land uses on the Project site currently take access from Haven Avenue (2 offices in the southwest corner), from 6th Street (two offices and beverage distribution warehouse, from Utica Avenue (beverage warehouse), and from 7th Street (warehouse near the northeast corner of the site). There are no existing hazards at present and the proposed Project would maintain a similar overall access pattern except that employees would now be required to park in the parking structure near the southwest corner of the site rather than in surface parking lots close to the existing four buildings described above. The only new onsite vehicle circulation patterns would be along the semicircular access road around the new parking structure, and trucks accessing the raised warehouse loading dock area in the eastern portion of the site off of Utica Avenue. It should be noted the new semicircular road will intersect Haven Avenue and 6th Street at right angles so neither intersection would be skewed, and both have good site access from the two new driveways (no obstructions or nearby curves). The proposed site plan does not contain any unusual roadway or intersection geometries, curves, corners, or intersections that would result in any substantial safety hazard. Access to the bus-stop on the east side of Haven Avenue just north of 6th Street would also be maintained for Project workers and others in the surrounding community. There would be no demonstrable difference between Phase 2A and 2B as each would have a building and parking lot in the same location as present, with direct access to 7th Street to the north.

Land uses surrounding the Project site are light industrial warehousing and manufacturing uses, similar to those of the proposed Project, with retail uses to the west across Haven Avenue. Impacts related to incompatible uses would therefore be less than significant.

Based on the site's location and the facilities proposed, Project impacts related to circulation hazards and incompatible land uses would be less than significant and no mitigation is required.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Emergency Access**

***Impact TRANS-4 – Would the Project result in inadequate emergency access?***

*Analysis of Impacts*

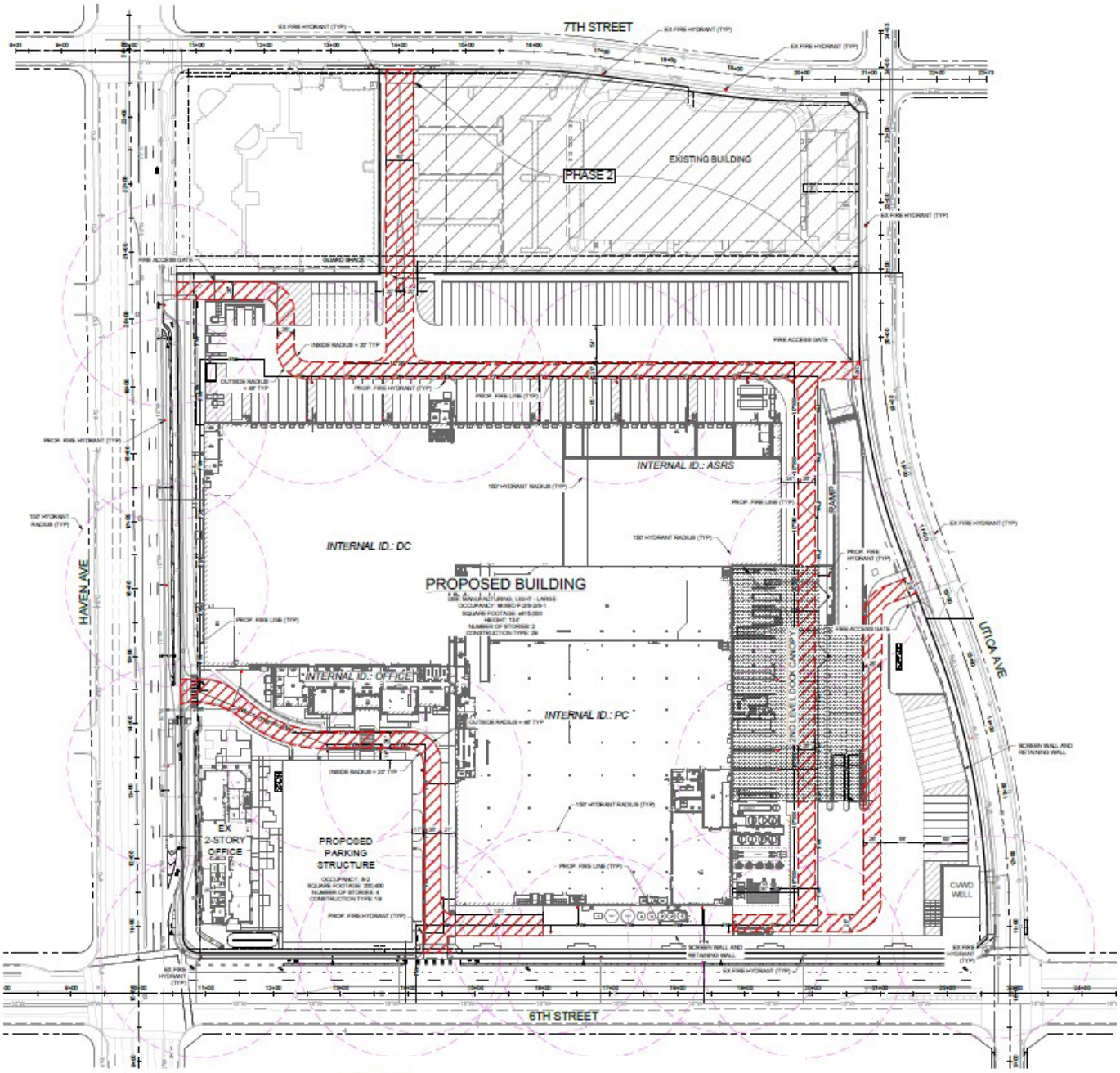
The Project site currently has excellent local and regional access as a result of its location at the northeast corner of Haven Avenue and 6th Street. The I-10 Freeway is located 1.3 miles south of the site via Haven Avenue and the I-15 Freeway is located 2.3 driving miles southeast of the Project site via Haven Avenue to 4th Street south of the site. The Project site and buildings would be accessible via all four of the perimeter streets depending on what building or location emergency responders needed to access (i.e., there are access driveways on all four perimeter street)(see Exhibit 4.17-4, Emergency Access Plan) as well as drive aisles around the new onsite buildings. The Project plans also show the site has adequate fire department access around all of the proposed buildings regardless of which Phase 2A or Phase 2B is actually constructed. Therefore, impacts relative to emergency access could be less than significant and no mitigation is required. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required




Source: RSP Architects

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# Exhibit 4.17-4 Emergency Access Plan

El Camino Project
Rancho Cucamonga, California

**Cumulative Impacts**

***Impact TRANS-5 – Would the Project cause substantial adverse cumulative impacts with respect to transportation and traffic?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. (see Table 4.0-4, *Cumulative Projects*).

The Project TIA was coordinated with the Cities of Rancho Cucamonga, Upland, Fontana, Ontario, and the County of San Bernardino to obtain lists of pending and approved development projects within a 5-mile radius of the Project site that could influence the study area (see Table 4.0-4) and coded in the future year SBTAM model. All pending and approved development projects provided were assumed to be in operation by 2040.

The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) involves construction of two light industrial warehouse buildings which would generate additional traffic onto local roads served by the Project (mainly Haven Avenue). It would also generate additional employees into the City workforce. This level of new development may substantially increase traffic levels on local and regional roadways.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding conflicts with programs, plans, ordinances or policies addressing the circulation system, Impact TRANS-1 concluded the Project would have less than significant impacts on transit, roadways, bicycle and pedestrian facilities with planned improvements and no mitigation. The TIA evaluated potential congestion-related traffic impacts of the Project for Year 2040 as a cumulative condition both without and with Project peak hour traffic volumes, existing lane configurations, and optimized signal timings. The TIA evaluated operations at the study intersections under AM, PM and Midday peak hour conditions. The TIA found that under cumulative conditions, all studied intersections are expected to operate at or better than acceptable LOS in the existing condition and are expected to continue operating without any operational deficiencies for all future scenarios (Project Opening Year and Cumulative Year). As a result, no improvements were needed or recommended for study locations since no LOS deficiencies were identified.

The various regional and local cumulative projects will contribute a substantial amount of additional traffic to local and regional roadways, freeways, and intersections. Therefore, the Project will make an incremental but not substantial contribution to regional cumulative non-vehicular transportation impacts.

Regarding Vehicle Miles Traveled (VMT) impacts, Impact TRANS-2 indicated the Project had a potentially significant VMT impact but that implementation of Mitigation Measure TRA-1, implementation of a Transportation Demand Management Program, would reduce this potential impact to less than significant levels. The VMT analysis for the Project included a regional analysis that compared the Project VMT levels to City-wide (cumulative) levels by 2040. As previously shown in Table 4.17-5, cumulative link-level boundary VMT per employee within the City boundary is estimated to decrease under the plus Project condition compared to the no Project condition; therefore, the proposed Project is forecast to result in a less than significant VMT impact based on the City-established threshold for cumulative project effect on VMT. The VMT Study recommended Mitigation Measure TRA-1 to reduce project VMT below the City's adopted standard. Cumulative project-generated VMT and the cumulative project effect on regional VMT is forecast to be less than significant based on City-established thresholds.

With the proposed mitigation, the Project would have less than significant VMT impacts both in its opening year and under cumulative conditions. Based on the regional future analysis, the proposed Project would make an incremental but not substantial contribution to regional VMT impacts. Therefore, Project impacts would be less than significant in this regard (i.e., consistent with CEQA guidelines section 15064.3, subdivision (b) which deals with VMT).

Regarding geometric design hazards, Impact Section TRANS-3 determined the Project would have less than significant impacts regarding sharp curves, dangerous intersections, or incompatible uses. Of the 174 regional cumulative projects, 60 are within the City of Rancho Cucamonga and will generate substantial amounts of additional traffic. It is possible that one or more cumulative sites may be constrained by geometric design hazards. In addition, 7 of the 11 local cumulative projects are within the City of Rancho Cucamonga and one or more may have geometric access issues as well depending on site location. Although local and regional cumulative projects will generate considerable amounts of traffic, project-level analyses of other projects by the City and other jurisdictions will prevent or minimize geometric design hazards.

Regarding conflicts with emergency access, the Project site will have complete emergency access from all four perimeter roads, and Haven Avenue has excellent local and regional access in all directions. In addition, the Project site is bounded by improved roads including Haven Avenue which has access to the I-10 Freeway to the south and indirectly to the I-15 Freeway to the east via 4$^{th}$ Street to the and Arrow Highway to the north. Haven Avenue is a designated and established evacuation route for the community and the Project will make improvements along its frontage of Haven Avenue which will not impede local traffic (Impact TRANS-5).

The 174 regional cumulative projects are all located on different roadways with varying local and regional access available. However, in general the regional cumulative projects take regional access via the I-10 (east-west) and I-15 (north-south) Freeways. The northern projects also have access to the SR-210 Freeway and the southern projects have access to the SR-60 Freeway. The Project Traffic Impact Assessment (TIA) indicates the Project will have adequate local and regional vehicular access which also provide adequate emergency and evacuation access. Therefore, the Project will not make a substantial contribution to regionally significant cumulative impacts relative to emergency response plans and evacuation routes.

Based on Impact Sections TRANS-1 through TRANS-5, Project impacts related to traffic and transportation would not make any substantial contributions to regional cumulative impacts related to these issues. This conclusion is the same under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant (i.e., not consistent with the new VMT threshold of the State and City).

*Mitigation Measures*

With implementation of project-level Mitigation Measure TRA-1, no additional mitigation is required for potential cumulative VMT impacts of the Project

*Level of Significance After Mitigation*

Less than Significant

## 4.17.5 - REFERENCES


1 Fehr & Peers (F&P 2024a). *El Camino Transportation Impact Study Report.* November 2024.

2 *Draft Environmental Impact Report, General Plan Update and Climate Action Plan.* City of Rancho Cucamonga (SCH# 2021050261). September 2021

3 *Mobility and Access Chapter*, PlanRC, City of Rancho Cucamonga General Plan. 2021.

4 Fehr & Peers (F&P 2024b). *Parking Assessment for El Camino Project Memorandum. June 3, 2024.*

5 The Ganddini Group (Ganddini 2024*). El Camino Development Project Trip Generation and Vehicle Miles Traveled Analysis.* February 21, 2024.

6 Southern California Association of Governments (SCAG 2020). *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal").* September 3, 2020.

7 San Bernardino County Transportation Authority (SBCTA). Measure I Funding - Strategic Plan. SBCTA website accessed May 2024. https://www.gosbcta.com/funding/measure-i/

8 City of Rancho Cucamonga, *Traffic Impact Analysis Guidelines*. June 2020.

## 4.17.6 - ACRONYMS

| | |
|---|---|
| ADT | Average Daily Traffic |
| Caltrans | California Department of Transportation |
| CAPCOA | California Air Pollution Control Officers Association |
| CARB | California Air Resources Board |
| CEQA | California Environmental Quality Act of 1970, as amended |
| CIP | Capital Improvement Program |
| City | City of Rancho Cucamonga |
| CMP | Congestion Management Plan (County) |
| county | San Bernardino County |
| DU | Dwelling Unit |
| GFA | Gross Floor Area |
| GLA | Gross Leasable Area |
| ITE | Institute of Transportation |
| LOS | Level of Service (previous CEQA threshold for roadway/intersection congestion |
| OD | Origin-Destination |
| OPR | Office of Planning and Research |
| PA | Production-Attraction |
| PCE | Passenger Car Equivalent |
| RIVCOM | Riverside County Transportation Model |
| ROW | Right-Of-Way |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| SBCTA | San Bernardino County Transportation Authority<br>(growth management program managed by SCAG) |
| SBTAM | San Bernardino Traffic Analysis Model |
| SCAG | Southern California Association of Governments |
| SCRRA | Southern California Regional Rail Authority |
| SED | Socio-Economic Data |
| SP | Service Population |
| TIA/TIS | Transportation/Traffic Impact Analysis or Study |
| TDM | Transportation Demand Management |
| TFIP | Federal Transportation Improvement Program |
| TSF | Thousand Square Feet |
| VMT | Vehicle Miles Traveled (replaces LOS as CEQA threshold for traffic impacts) |
| WRCOG | Western Riverside Council of Governments |

# 4.18 –Tribal Cultural Resources

This section addresses potential impacts to Tribal Cultural Resources (TCR) associated with the Project. Issues of interest are potential impacts to Native American sites, features, places, cultural landscapes, sacred places, and objects with cultural value to Native American tribes that are identified within CEQA. A Cultural Resources Assessment[1] (CRA) was prepared for the project site by Duke CRM in November 2023 (Appendix E). In addition, Native American Consultation materials are provided in Appendix B.

## 4.18.1 – ENVIRONMENTAL SETTING

The project site is located within the Gabrieleno/Tongva ethnographic territory. Adjacent native groups include the Chumash and Tataviam/Alliklik to the north, Serrano and Cahuilla to the east, and Juaneño to the south The project site is located on alluvial plains near the base of the San Gabriel Mountains in the northeastern portion of the traditional Gabrieleno/Tongva territory. The term “Gabrieleno” denotes those native peoples who were administered by the Spanish at Mission San Gabriel which included people from the traditional Gabrieleno territory as well as other nearby groups. Many modern Gabrieleno identify themselves as descendants of the indigenous people who lived within the Los Angeles Basin and refer to themselves as Tongva. Tongva lands encompassed the greater Los Angeles Basin and three Channel Islands: San Clemente, San Nicolas, and Santa Catalina. The Tongva established large permanent villages and smaller satellite camps in locations from the San Gabriel Mountains to the southern Channel Islands. Recent ethnohistoric work suggests a total tribal population of nearly 10,000, which is about twice that of earlier estimates. The Tongva village of *Kuukamonga* (or Kukamogna) was located in the vicinity of modern Rancho Cucamonga.

The two local tribes that have requested consultation on this project are the Gabrieleno Band of Mission Indians - Kizh Nation (GBMI-KN), and the Yuhaaviatam of San Manuel Nation (YSMN) formerly known as the San Manuel Band of Mission Indians. These two tribes have stated in the past they consider all of their tribal lands to have the potential to yield Native American tribal resources. During their consultation on the project, these tribes recommended three mitigation measures to adequately address finding unanticipated archaeological/tribal resources during grading of the site. While the CRA found no significant impacts to archaeological resources, to err on the side of caution, Mitigation Measures CUL-1 through CUL-3 are recommended in Section 4.5 (Cultural Resources) at the request of the consulting tribes to address these potentially significant impacts (see Appendix B).

However, tribal cultural resources (TCRs) are more expansive and go further than simply examining archaeological data. TCRs are generally considered physical artifacts associated with the spiritual and religious lives of Native people that tie them together with their environment, each other, and their place in the universe. AB 52 defines TCRs[4] as “a site, feature, place, cultural landscape, sacred place, or object which is of cultural value to a tribe and is either: on tor eligible for the California Historic Register or a local historic register; OR the lead agency, at its discretion, chooses to treat the resource as a TCR”. The proposed project area and surrounding region is within land traditionally occupied by two Native American groups within the west San Bernardino Valley, the Serrano and Gabrieleño (Tongva) people.

The City inquired if local Native American tribal groups desired to consult with the City pursuant to CEQA and AB 52 (CA PRC 21080.3.1) regarding the proposed project. Email notices were sent out on August 30, 2023 to the following tribes:

- San Gabriel Band of Mission Indians;
- Soboba Band of Luiseno Indians;
- Torres Martinex Desert Cahuilla Indians;
- Morongo Band of Mission Indians;
- Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno); and
- Yuhaaviatam of San Manuel Nation (San Manuel), Cultural Resources Department.

On September 6, 2023 the City received a letter response from Jamie Nord, Tribal Archaeologist with the San Manuel, recommending the City and the project implement five mitigation measures, three in Section 4.5, *Cultural Resources*, and two in Tribal Cultural Resources Section 4.18. All five of these measures have been incorporated into the EIR in the appropriate sections essentially verbatim except they were expanded slightly to include reference to both the San Manuel and the Gabrieleno who asked to consult on this project. These materials are included in Appendix B. In this same correspondence, Tribal Archeologist stated that this correspondence concluded the consultation process, unless there were any future on-site discoveries. Thus, the consultation process with San Manuel concluded on September 6, 2023.

On September 7, 2023 the City received a letter response from Savannah Salas, Administrative Assistant with the Gabrieleno, providing background information on their tribe's past history, distribution, and culture. They also expressed concern about impacts and loss of their traditional tribal resources. On September 29, Ms. Salas sent a follow-up email providing additional background information and recommended mitigation measures. Those measures have been incorporated to the degree practical in this EIR in both Section 4.5, *Cultural Resources*, and Section 4.18, *Tribal Cultural Resources*. In this email, the Tribe stated that, for various reasons, tribal cultural materials or tribal burials may be discovered anywhere within their tribal lands, especially along trade routes and water features which were common throughout this area. On February 6, 2024, representatives of this tribe emailed City staff stating that the consultation process had concluded.

The 30-day period for tribes to declare a desire to consult on a particular project under AB 52 expired on September 29, 2023 and no other tribes expressed in interest in consulting with the City on this project. All of the Native American Consultation materials are included in Appendix B. At this time the City considers the Native American consultation under AB 52 on this Project closed.

<u>NOP Comments</u>

On August 16, 2023, the California Native Heritage Commission (NAHC) sent a letter to the City describing the roll of NAHC in the CEQA process and summarizing the requirements and procedures of SB 18 and AB 52 relative to consultation with Native American tribes. See also the discussion regarding formal Native American consultation in Impact CUL-2 below.

## 4.18.2 – REGULATORY FRAMEWORK

### State

California Assembly Bill 52

AB 52 specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment[4]. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The bill made the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amended Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the California Public Resources Code (PRC), relating to Native Americans.

Senate Bill (SB) 18

California Government Code, Section 65352.3 incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

California Code of Regulation Section 15120(d) Confidentiality

Section 15120(d) of Title 14 of the CCR states that information and locational information regarding archaeological sites, sacred lands, or other information is confidential and is restricted from disclosure in public documents.

California Health and Safety Code, Sections 7052 and 7050.5

Section 7052 of the California Health and Safety Code states that it is a felony to disturb Native American burials. Health and Safety Code Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California NAHC.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act[5] (the Act), PRC Sections 5097.9 et seq., applies to both state and private lands. The Act requires that upon discovery of human remains, construction or excavation activity cease and that the county

coroner be notified. If the remains are Native American, the coroner must notify the NAHC. The NAHC will then identify and notify a most likely descendant. The Act stipulates the procedures the most likely descendant may follow for treating or disposing of the remains and associated grave goods.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Resource Conservation Chapter

The Resource Conservation Chapter of the City's current General Plan (called "PlanRC") provides guidance to promote the City's goals for the conservation of land with consideration of the existing resources, including tribal cultural resources.

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

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

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

**Policy RC-4.3** Protected Sites. Require sites with significant cultural resources to be protected.

## 4.18.3 – SIGNIFICANCE THRESHOLDS

As identified in the CEQA Guidelines, Appendix G, Environmental Checklist, the General Plan Update could result in a significant impact if it causes a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

## 4.18.4 – IMPACTS AND MITIGATION MEASURES

### Adverse Changes

***Impact TCR-1 – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).***

*Analysis of Impacts*

The two consulting Native American tribes did not indicate whether or not the Project would have any impacts on any tribal cultural resources. In addition, Section 4.5, *Cultural Resources*, Impact CUL-1 determined the site did not contain any significant historical resources or resources that were eligible for either the National Register of Historic Places or the California Register of Historic Places. Therefore, the Project will have no impact on such resources and no mitigation is required in that regard.

The Project will be required to comply with all applicable laws and regulations regarding cultural resources including AB 52 (see Conditions of Approval COA-C-3 and Impact TCR-2 with Mitigation Measure TCR-4) if human remains or unanticipated Native American resources are found during grading (Section 15064.5 of the CEQA Guidelines addresses such resources). The City General Plan contains several standard conditions for cultural resources but the three mitigation measures included in Impact TCR-2 below recommend equivalent procedures and requirements so no standard conditions will be applied in this case. The Project will have no impacts under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

See TCR-3 in Impact TCR-2 below

*Level of Significance After Mitigation*

Less than Significant Impact

### Archaeological Resource Impacts

***Impact TCR-2 – Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.***

*Analysis of Impacts*

The proposed Project site is located within the ancestral territory of both the Serrano and Gabrieleno tribal groups and is therefore, of interest to both Tribes. However, only the Gabrieleno tribe requested consultation on this Project. In the past both the San Manuel and Gabrieleno tribes have expressed concern regarding impacts to artifacts and resources of their tribes and recommended three mitigation measures for cultural resources (see EIR Section 4.5) and the four measures for tribal cultural resources (EIR Section 4.18, presented below), but did not indicate whether or not the Project would have any specific impacts on any tribal cultural resources. The text of all tribal measures have been incorporated into the seven measures recommended in this EIR (CUL-1 through CUL-3 and TCR-1 through TCR-4). The only change is all the measures now apply to both tribal groups as appropriate (i.e., in those measures where the specific tribes are named).

The Project will be required to comply with all applicable laws and regulations including if unanticipated Native American artifacts or resources are found during grading. The City General Plan contains eight standard conditions of approval for cultural resources (5.5-1 through 5.5-8). However, the four mitigation measures included in Impact TCR-2 below (MM TCR-1 through TCR-4) and the three mitigation measures in Section 4.5, Cultural Resource, Impact CUL-2 (MM CUL-1 through CUL-3) include equivalent procedures and requirements so no standard conditions will be applied in this case. The Project will have less than significant impacts in this regard under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Potentially Significant

*Mitigation Measures*

**TCR-1** **Tribal Coordination.** The Yuhaaviatam of San Manuel Nation Cultural Resources Department (San Manuel) and the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno) shall be contacted, as detailed in Mitigation Measure CUL-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with San Manuel and Gabrieleno, and all subsequent finds shall be subject to this Plan. This Plan shall allow for monitors to be present that represent San Manuel and Gabrieleno for the remainder of the project, should San Manuel and/or Gabrieleno elect to place a monitor or monitors onsite.

**TCR-2** **Tribal Monitoring.** The project proponent shall retain one or more Native American Monitor(s) from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleno) and the Yuhaaviatam of San Manuel Nation (San Manuel). The monitor(s) shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing

activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement(s) shall be submitted to the City as the lead agency prior to the commencement of any ground-disturbing activity or prior to the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor(s) will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered tribal cultural resources (TCRs), including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project proponent and/or /lead agency upon written request to the Tribes.

Onsite tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Gabrieleno and San Manuel from a designated point of contact for the project proponent and/or the City as the lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Gabrieleno and San Manuel to the project proponent and/or the City as the lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Gabrieleno and San Manuel TCRs.

Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

**TCR-3** **Document Distribution.** Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Department (San Manuel) and the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno). The Lead Agency and/or applicant shall, in good faith, consult with San Manuel and Gabrieleno throughout the life of project construction.

**TCR-4** **Tribal Human Remains.** Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed. Human remains and grave/burial goods shall

be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***Impact TCR-3 – Would the Project cause substantial adverse cumulative impacts with respect to tribal cultural resources?***

*Analysis of Impacts*

The extent of grading for the level of expected future development in the City and surrounding areas (approx. 5-mile radius) would be substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). Although none of the local cumulative projects are adjacent to the Project site, they are generally urban in nature and likely do not contain substantial important archaeological resources such as extensive artifact collections, Native American burials, etc. Those resources are more likely to be located along major drainages or in the San Gabriel Mountain foothills to the north (Cumulative Projects #46-54). The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*). That site is a vacant lot adjacent to a fully improved flood control channel.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding substantial adverse changes to a tribal cultural resource, including human burials, the cultural resources report indicated the Project site did not contain any significant identified archaeological resources and no mitigation was required (Impacts CUL-2 and CUL-3 in Section 4.5, *Cultural Resources*). However, the consulting tribes recommended Mitigation Measures TCR-1 through TCR-4 to address their concerns. With implementation of these measures, potential Project impacts on tribal cultural resources would be less than significant.

Potential impacts identified as part of the CEQA and development review process on the identified cumulative development projects within the City of Rancho Cucamonga, the Cities of Jurupa Valley, Fontana, or the County of San Bernardino would all have standard conditions or requirements similar to those proposed for the Project to protect unanticipated archaeological or tribal cultural resources, including human burials. Therefore, with mitigation the Project would not make a substantial contribution to any significant cumulative impacts regarding tribal cultural resources including human burials. The Project will have less than significant cumulative

impacts in this regard under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.18.5 - REFERENCES


1 Duke CRM. *Cultural and Paleontological Resources Assessment for the El Camino Project, City of Rancho Cucamonga* (CRA). November 9, 2023 (Appendix E).

2 Letter from Savannah Salas with the Gabrieleno Band of Mission Indians - Kizh Nation to Sean McPherson, City of Rancho Cucamonga, on September 7, 2023 (see Appendix B).

3 Letter from Jamie Nord with the Yuhaaviatam of San Manuel Nation Cultural Resources Department to Sean McPherson, City of Rancho Cucamonga, on September 6, 2023 (see Appendix B).

4 California Office of Planning and Research (OPR). AB 52: A CEQA Guidelines Update for Tribal Cultural Resources. OPR website accessed May 2024. https://opr.ca.gov/docs/OPR_AB_52_Presentation

5 California Native American Heritage Commission (NAHC). *California Native American Historical, Cultural, and Sacred Sites Act (the Act).* Public Resources Code (PRC) Sections 5097.9 et seq. NAHC website accessed May 2024. https://nahc.ca.gov/legal/


## 4.18.6 - ACRONYMS

| | |
|---|---|
| AB 52 | Assembly Bill 52 – set up a 2nd Native American tribal consultation process |
| CEQA | California Environmental Quality Act |
| CCR | California Code of Regulations |
| CRA | Cultural Resources Assessment |
| Gabrieleno | Gabrieleno Band of Mission Indians - Kizh Nation |
| NAHC | Native American Heritage Commission |
| PlanRC | City of Rancho Cucamonga's current General Plan |
| PRC | Public Resources Code (state) |
| SB 18 | set up the 1st Native American tribal consultation process |

| | |
|---|---|
| TCR | Tribal Cultural Resources |
| San Manuel | Yuhaaviatam of San Manuel Nation - Cultural Resources Department |

# 4.19 – Utilities and Service Systems

This EIR chapter addresses utilities and service systems impacts associated with the proposed Project. Issues of interest are utilities and service systems impacts identified by the CEQA Guidelines: whether the Project will require or result in the relocation or construction of new or expanded water, wastewater treatment, or other facilities; whether the Project will have sufficient water supplies; whether the Project will result in a determination by the wastewater treatment provider that it has adequate capacity to serve the Project's demand in addition to existing commitments; whether the Project will generate solid waste in excess of standards; and whether the Project will comply with regulations related to solid waste. The following technical studies were prepared in support of the analysis in this section:

- Dudek. Water Supply Assessment, El Camino Project. May 2023 (Appendix L)
- Group Delta Consultants. Geotechnical Investigation. 2023 (Appendix F)
- Kimley-Horn. Preliminary Hydrology Report, Phases 1 & 2. May 2023 (Appendix H)
- Kear Groundwater. New Well Preliminary Report. April 28, 2023 (Appendix L)

It should be noted that the water supply assessment, geotechnical study, and the hydrology study prepared for the Project included construction and operation of the CVWD well.

## 4.19.1 – ENVIRONMENTAL SETTING

### Water

Information in this section is based largely on a Water Supply Assessment prepared for the Project by Dudek in 2023 (Appendix L). Water to the Project site would be supplied by the Cucamonga Valley Water District (District, or CVWD).[1] CVWD is the water supplier to a 47 square-mile area that includes the City of Rancho Cucamonga (City) and a portion of the cities of Upland, Ontario, Fontana, as well as some unincorporated areas of San Bernardino County[2]. CVWD receives water from two primary sources: local groundwater and imported water. Approximately 47% of the CVWD's water supply comes from the Chino Groundwater Basin and the Cucamonga Basin (groundwater) while the imported water that is received from the Metropolitan Water District of Southern California (MWD), a regional water wholesaler that delivers imported water from the State Water Project, makes up 45 percent of the CVWD's water supply. The remaining 8 percent of water delivered to CVWD consumers comes from recycling and from local canyon and tunnel waters that flows out of the local foothills, through surface and groundwater[4]. The 2020 Urban Water Management Plan (UWMP)[3] for the CVWD provides additional detail regarding the sources of water available. In addition, a Water Supply Assessment[4] has also been prepared for this Project.

### Wastewater

Wastewater generated within the CVWD's service area is collected and then treated outside of its service area by the Inland Empire Utilities Agency (IEUA). IEUA provides sewage utility service throughout its 242-square-mile service area including CVWD which is one of seven agencies contracted with IEUA for wastewater collection, treatment, and disposal.

CVWD owns and operates the local sewer systems within its service area. Ultimately, all wastewater generated within the CVWD's service area is conveyed to regional trunk and

interceptor sewers, which are owned and operated by the IEUA. From there, the wastewater is treated at facilities the IEUA owns and operates.

IEUA operates four regional water recycling plants spread throughout its service area, Regional Plant No. 1, Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of those facilities, Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) serve CVWD. Along with CVWD's sewer flow, RP-1 also receives flow from areas of Chino, Fontana, Montclair and Upland whereas RP-4 also serves Fontana.

**Solid Waste**

Solid waste disposal services in the City are provided by the commercial vendor Burrtec which offers residential, commercial, construction, event, and customized services with the addition of providing portable restrooms. The Rancho Disposal Center located at 9820 Cherry Avenue, Fontana, provides collection services for trash, recyclables, green waste, food waste, and construction/demolition wastes. This facility serves as the truck terminal and maintenance facility for all collection trucks and support vehicles, as well as customer service and is capable of providing collection services to serve this Project.

In addition, the West Valley Material Recycling Facility (MRF), located at 13373 Napa Street, Fontana provides waste transfer and materials processing for the West San Bernardino Valley. Permitted capacity is 7,500 tons per day. Currently operating at approximately 60% of permitted capacity. This facility has processing facilities for mixed recyclable sorting, green waste processing and composting, food waste processing and composting, and construction/demolition waste processing.

Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. In the event that landfill is closed due to high winds, wastes are transferred to the San Timoteo Landfill in Redlands. The El Sobrante Landfill in Corona serves as a backup. Furthermore, the City has implemented a series of programs for recycling materials and waste diversion programs including household hazardous waste (HHW), composting, recycling, and construction waste diversion programs. The City has a HHW Collection Facility located at 8794 Lion Street that accepts oil, filters, anti-freeze, medications, etc.

**Electricity**

Southern California Edison (SCE) is the primary electrical services provider to Rancho Cucamonga and the surrounding region. However, the Rancho Cucamonga Municipal Utility (RCMU) was established in 2001 as a City-owned utility company, enabling the City to handle potential energy issues at a local level. The utility currently only serves portions of the City. According to the RCMU Service Area map, the northern half of the Phase 1 site is listed as "Future Customer".[2] After discussion, SCE has agreed to serve the Project site while the RCMU will serve the new CVWD groundwater well site.

**Natural Gas**

The Southern California Gas Company (SCGC) provides natural gas service to Rancho Cucamonga. As a public utility, SCGC is under the jurisdiction of the California Public Utilities Commission (CPUC) which regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipelines system, storage, procurement, metering, and billing.

### Telecommunications Service

Telephone services within the City are provided by several companies including Frontier Communications, while television and internet services are provided to the City and surrounding areas by a number of companies including Charter Communications and RC Fiber / Onward.

## 4.19.2 – REGULATORY FRAMEWORK

### Federal

Clean Water Act (CWA)

The CWA regulates the protection of surface water quality protection in the United States. Through a variety of regulatory and non-regulatory tools, the aim of the Act is to reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) implement and oversee compliance of the CWA at the state and regional levels respectively.

Safe Drinking Water Act (Federal)

The Safe Drinking Water Act (SDWA, Health and Safety Code, Sections 116350–116405) regulates the national drinking water supply to protect public health. The Federal SDWA authorizes the U.S. Environmental Protection Agency (EPA) to establish national drinking water standards to protect against harmful contaminants, natural or man-made.

### State

California Department of Resources, Recycling, and Recovery (CalRecycle)

CalRecycle oversees, manages, and monitors waste generated in California. The agency provides financial assistance to cities, counties, businesses and organizations in the state to meet waste reduction and recycling goals. Additionally, CalRecycle assists in funding the cleanup of solid waste disposal sites and co-disposal sites, as well as facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations, including AB 939 and SB 1016 (see below).

Assembly Bill 939 (AB 939) (Public Resources Code 41780)

The California Integrated Waste Management Act (AB 939) requires cities and counties to prepare integrated waste management plans (IWMPs). As part of these plans, the objective is to divert 50 percent of solid waste from landfills every year beginning in calendar year 2000. Additionally, AB 939 requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. The objective of these elements is to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing and the purchase of recycled products.

Senate Bill (SB) 1016

SB 1016 changes the CalRecycle review process for each municipality's IWMP, and requires the 50 percent solid waste diversion requirement, as established in AB 939 above, be expressed in pounds per person per day. As of January 1, 2018, the CalRecycle Board is required to review a jurisdiction's source reduction and recycling element, and hazardous waste element every two years.

State Water Resources Control Board

The SWRCB, in coordination with the nine Regional Water Quality Control Boards, oversees various programs and functions related to water quality in the State. This includes but is not limited to: the issuance and oversight of wastewater discharge permits (e.g., NPDES), regulating stormwater runoff, and regulating underground and above-ground storage tanks. Additionally, the SWRCB issues waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations

Title 22 regulates the use of reclaimed wastewater. Standards are prescribed for the use of treated wastewater for irrigation of parks, agricultural products, playgrounds, landscaping, and other non-agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

Urban Water Management Planning Act (UWMPA)

The Act[8], as enacted in 1983, states that every urban water supplier providing water to 3,000 or more customers, or if they provide over 3,000 acre-feet (AF) annually, should ensure the reliability of their water service to meet the needs of customers during normal, dry, and multiple dry years. The Act requires suppliers to adopt an urban water management plan at least once every five years and submit it to the Department of Water Resources. Those suppliers not compliant are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or to receive drought assistance from the State, until the urban water management plan (UWMP) is submitted and deemed complete pursuant to the Act.

Title 24 Energy Efficiency Standards

Established in 1978, California's Energy Efficiency Standards[9] for Residential and Non-residential Buildings are in response to a mandate to reduce the State's energy consumption and are commonly referred to as "Title 24". The Building Energy Efficiency Standards are updated every three years (most recently in 2022). A new development project is required to incorporate the most recent Title 24 standards in effect at the time the building permit application is submitted.

Assembly Bill 341

AB 341 diverts commercial solid waste to recycling efforts and expands the opportunity for additional recycling services and manufacturing facilities in the state[10]. All in an effort to reduce greenhouse gases. The law requires businesses and public entities in the State generating four or more cubic yards of commercial solid waste per week, or multi-family residential dwelling with at least 5 units, to arrange recycling services. Jurisdictions are required to inform those entities about the recycling requirement and to monitor the level of recycling within the community. Furthermore, each jurisdiction is required to report to CalRecycle, on the progress in the business community.

**Regional**

National Pollution Discharge Elimination System (NPDES)

This is a program created for consistency with the Clean Water Act. The Act prohibits discharging "pollutants" through a "point source" into a "water of the United States" unless they have an NPDES permit. The permit contains limits on what can be discharged, creates

monitoring and reporting requirements, and other provisions to ensure the discharge does not diminish water quality and/or people's health.

Cucamonga Valley Water District 2020 Urban Water Management Plan

Pursuant to the UWMP Act, described above, the CVWD adopts a revised Urban Water Management Plan[3] every 5 years. The current adopted plan is the 2020 UWMP which describes the availability and reliability of water supplies through 2045 for normal, dry and multiple dry year periods.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Public Facilities and Services Chapter

**Goal PF-7** Utility Infrastructure. Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.

**Policy PF-7.3** Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.

Rancho Cucamonga Municipal Code

Chapter 8.17 of the Rancho Cucamonga Municipal Code contains the City's regulations for refuse, recyclables, and green waste collection while Chapter 8.19 contains the City's regulations for construction and demolition waste collection. The regulations set the City's requirements for issuing permits to companies providing collection and disposal services in the City. They also outline the responsibilities of the refuse collection company, including regulations for waste receptacles and collection trucks. Regulations include those for the storage of refuse, recyclables, and green wastes; the placement of collection receptacles; and the disposal of hazardous wastes.

Section 8.19.030, Construction and Demolition Waste Diversion Requirements, of the City's Municipal Code, outlines the requirements for diverting construction waste from landfills. Construction and demolition wastes are required to be made available for deconstruction, salvage, and recovery prior to demolition. Further, demolition and construction waste is required to be diverted from going to landfills through the recovery of recycling, reuse, and diversion of 50 to 75 percent of demolition waste tonnage that includes concrete and asphalt; 15 percent of demolition waste tonnage that excludes concrete and asphalt; 50 to 75 percent of roofing waste tonnage; and 50 to 75 percent of construction and remodeling waste tonnage. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase qualify to be counted in meeting the diversion requirements.

Section 8.19.030, of the Rancho Cucamonga Municipal Code requires that construction and demolition contractors meet certain diversion requirements as follows:

- All construction and demolition projects are required to divert a minimum of 65% of the tonnage generated as a result of the project from the landfill. Separate calculations and

reports will be required for the demolition and for the construction portion of projects involving both demolition and construction.

- Every structure planned for demolition shall be made available for deconstruction, salvage and recovery prior to demolition. It shall be the responsibility of the owner, the general contractor and all subcontractors to recover the maximum feasible amount of salvageable designated recyclable and reusable materials prior to demolition. Recovered and salvaged designated recyclable and reusable materials from the deconstruction phase shall qualify to be counted in meeting the diversion requirements of this chapter. Recovered or salvaged materials may be given or sold on the premises or may be removed to reuse warehouse facilities for storage or sale. (Ord. No. 941 Section 2, 2018).

The City Municipal Code Section 8.19.040 also requires an applicant to prepare a Waste Management and Recycling Plan as follows:

- Except as otherwise specified in this chapter, each person who applies for a building or demolition permit pursuant to chapter 17.010 shall complete a "waste management and recycling plan" document to be issued by the engineering services department. Except as otherwise specified in this chapter, no building or demolition permit shall be issued unless the "waste management and recycling plan" has been submitted by the applicant and approved by the engineering services department. Any changes to the approved plan must be brought to the attention of the engineering services department for review and approval prior to commencing work.

Chapter 17.56 of the City's Development Code sets landscaping standards for various purposes, including to conserve water. Preliminary and final landscape and irrigation plans are required to be prepared as part of the design review process for compliance with standards that include, but are not limited to, identification of a water budget that includes the estimated water use (in gallons); the irrigated area (in square feet); the precipitation rate and flow rate in gallons per minute; and conceptual locations for trees, shrubs, ground cover, and other vegetation and a corresponding list of planting material by species, quantity, and size. Chapter 17.82, Water Efficient Landscaping, of the Development Code provides landscape design guidelines that would reduce irrigation demands, promote recycled water use, and minimize irrigation runoff.

## 4.19.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related to utilities and service systems if it would:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the projected demand in addition to the provider's existing commitments;

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

e) Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

## 4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to wastewater treatment requirements, water treatment facilities, stormwater drainage facilities, water supplies, wastewater treatment capacity, landfill capacity, and solid waste; which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

***IMPACT UTS-1 – Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

*Analysis of Impacts*

**Water**

Currently there exists a 10-inch water main within Haven Avenue and Utica Avenue and a 16-inch water main within 6th Street. Phase 1 construction activities include the development of an onsite groundwater supply well, which would be located at the southeastern corner of the Project site at 6th Street and Utica Avenue. Construction would require a 16-foot wide driveway to provide CVWD direct access to the well and associated infrastructure. Additionally, the Project would be required by CVWD to construct a water transmission line of approximately 2,700 linear feet made up of 12-inch cement mortar lined and coated pipe. This transmission line would run south from the well site to the 6th Street right-of-way (ROW) then east within the 6th Street ROW, then north along the Cleveland Avenue ROW and tie into an existing 16-inch inlet for two steel tank reservoirs located at the northeast corner of 7th Street and Cleveland Avenue northeast of the Project site (see Exhibit 4.19-1). Fencing and screening materials would be provided around the well site facility and would limit access to authorized personnel only (CVWD District employees).

According to CVWD staff[11], this well will be drilled to a depth of 1,200 feet and is expected to supply the District with 1,270 gallons of water per minute (gpm). A New Well Preliminary Report[14] was also prepared for this CVWD well by Kear Groundwater dated April 28, 2023.

According to the Project geotechnical report[12]…"Groundwater levels have been continuously monitored since the 1970s by the California Department of Water Resources (CDWR) at a well located approximately one-half mile west of the site (CDWR, 2023). Recent groundwater elevations were found to be between 650 feet and 700 feet (over 300 feet below ground surface). Groundwater levels may fluctuate over time due to changes in regional precipitation, irrigation practices, or groundwater withdrawal. However, groundwater levels are anticipated to remain relatively deep and are not considered to be a design or construction consideration for this project." (p. 7, GDC 2023).

At its anticipated yield, the new well will not exceed the historical averages of the basin[11]. The Project Water Supply Assessment (WSA) indicates the new water well for the Project

will not extract groundwater beyond historic averages and the current 2020 UWMP indicates groundwater basin levels have not been dropping significantly in recent years. In addition, Amanda Coker, PE, CVWD Engineering Manager[11], stated in emails to MIG dated 1-29-24 and 2-5-25 that "potential subsidence across the Chino Basin is monitored by the Chino Basin Watermaster. There has not been any measurable subsidence in this portion of the Chino Basin."

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| 1" = 283 ft | Sub Title | 06/28/2023 | Cucamonga Valley Water District<br>Service Beyond Expectation |
|---|---|---|---|

This map may represents a visual display of related geographic information. Data provided here on is not guarantee of actual field conditions. To be sure of complete accuracy, please contact the responsible staff for most up-to-date information.

Source: Cucamonga Valley Water Disttrict



# Exhibit 4.19-1 Proposed Water System Improvements

El Camino Project
Rancho Cucamonga, California

MIG

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In addition, the Project Geotechnical Report[12] by Group Delta in 2023 and Hydrology Study[13] by Kimley Horn in 2023 both stated that recent groundwater elevations were determined to be between 650 feet and 700 feet or over 300 feet below ground surface. The Hydrology Study concluded groundwater levels were at depths that would not affect Project design, construction, or operations. CVWD staff[11] have concluded that construction and operation of the new CVWD well on the Project site is not expected to have any demonstrable negative impacts on local or regional groundwater levels or quality or any potential to cause or contribute to local or regional subsidence from unanticipated groundwater withdrawal. Again, it should be noted the geotechnical and hydrological studies prepared for the Project included construction and operation of the CVWD well. Therefore, other than the well, no substantial new water-related infrastructure is needed, impacts would be less than significant, and no mitigation is required.

**Wastewater**

A 15-inch sanitary sewer main is located in Haven Avenue, an 8-inch sanitary sewer main is located in Utica Avenue, and a 12-inch sanitary sewer main is located in 6th Street. As outlined in Impact UTS-3 below, wastewater generated within the CVWD's service area is collected and then treated outside of its service area by the Inland Empire Utilities Agency (IEUA). The IEUA provides sewage utility service throughout its 242-square-mile service area, an area including the CVWD. The IEUA operates four regional water recycling plants spread throughout its service area, of those facilities, Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) serve CVWD. Both facilities regularly have excess treatment capacity that would not be affected by the operation of the proposed Project. The Project as proposed would not require the construction of new or expanded wastewater facilities. Impacts would be less than significant.

**Storm Drainage**

There is a 25-foot wide storm drain easement along Haven Avenue for the existing stormwater infrastructure. Infrastructure along surrounding street frontages consists of curbs, curb inlets, gutters, and storm drains. Storm drainage facilities are owned and operated by the City. Storm water flows are discharged from the Project site via sheet flow or are collected into the existing on-site storm drain, where from there it is either intercepted or discharged into the City's storm drain system. Utility information is provided in Appendices L and M. The Project would connect to these existing service lines as indicated in the Project plans (Appendix M). The northern half of the Phase 1 site is currently vacant and will be covered with impervious surfaces.

The Water Quality Management Plan prepared for the Project demonstrates that offsite runoff will not be increased beyond existing volumes with implementation of several bioretention facilities as outlined in the WQMP and shown in the project plans. Therefore, the Project will not require the expansion, relocation, or construction of new storm drainage service utilities and would not result in a significant environmental impact in this regard.

**Electricity**

Overhead SCE power lines are present along the western side of Haven Avenue right-of-way line and run north-south, however, they are not present on the Project site. SCE power lines along 6th Street are underground and daylight at the southwest corner of Haven Avenue and 6th Street and at the southeast corner at 6th Street and Utica Avenue. There are no overhead powerlines along Utica Avenue or 7th Street. SCE has not indicated that any new area-wide or regional improvements would be needed to provide electrical service to the Project site. Based on discussions with the applicant, City staff, SCE staff, and Rancho Cucamonga Municipal Utility (RCMU), the Project site be served by SCE and RCMU will serve the new CVWD groundwater well. Anticipated electrical consumption by the Project is addressed in Section 4.6,

*Energy* and no significant impacts are expected in this regard. Based on estimates generated by CalEEMod air quality modeling, Section 4.6 concluded the proposed Project would consume approximately 8,507,778 kWh per year of electricity at full buildout including operation of the cogen equipment.

**Natural Gas**

The Southern California Gas Company (SCGC) provides natural gas service to Rancho Cucamonga. There is an 8-inch gas line in Haven Avenue and a 4-inch gas line in 6th Street. SCGC has not indicated any new area-wide or regional improvements would be needed to provide natural gas service to the Project site. Anticipated natural gas consumption by the Project is addressed in Section 4.6, *Energy* and no significant impacts are expected in this regard. Based on estimates generated by CalEEMod air quality modeling, Section 4.6 concluded the proposed Project would consume approximately 520,749 Million BTU of natural gas under Phase 1 operating conditions, and approximately 729,521 Million BTU of natural gas under Phase 2 operating conditions including operation of the cogen facilities.

**Telecommunications**

Telephone services are provided to the City by Frontier Communications with television and internet services provided by Charter Communications. These companies have not indicated any new area-wide or regional improvements would be needed to provide telecommunications services to the Project site.

**Project Impacts**

The Project site is mostly developed with warehouse and office buildings and is surrounded by other industrial and commercial land uses in all directions. Development of the proposed Project will be consistent with the current General Plan designation of 21st Century Employment District and the Mixed Employment 2 (ME2) zone. The Project site is located in a developed area and is surrounded by commercial and industrial uses. There are existing water, sanitary sewer, storm drain, and natural gas utility services within the adjacent roadways that can serve the Project site. Development of the Project will require connections to existing utility lines adjacent to the Project site. However, utilities are already present within the area, development of the proposed Project will not require the construction of any new utility facilities except for the aforementioned CVWD well and associated new pipelines. The preceding analysis demonstrates the Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Therefore, the Project will have less than significant impacts regarding all utility systems and no mitigation is required. It should be noted these conclusions regarding utilities in this section apply to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Water Supply**

***IMPACT UTS-2 – Would the project have insufficient water supplies available to serve the GPU and reasonably foreseeable future development during normal, dry, & multiple dry years?***

*Analysis of Impacts*

The Cucamonga Valley Water District (CVWD) is a special district water supplier servicing a 47-square mile area that includes the City as well as portions of neighboring Upland, Ontario, Fontana, and unincorporated San Bernardino County. The CVWD receives water from two primary sources: local groundwater pumped from the Chino Groundwater Basin and Cucamonga Basin (47%) and imported water from the Metropolitan Water District of Southern California (MWD, 45%). According to CVWD's 2020 Urban Water Management Plan (UWMP), the CVWD is projected to have adequate water supplies available to meet projected demands through 2045 during normal, dry, and 5-year consecutive dry years (as seen in Table 4.19-1)[3] even with Project consumption estimates. Calculations made in the 2020 CVWD UWMP are based on existing land uses within the District's service area, with the assumption that future types of land uses will be similar to the existing land uses. Project consumption numbers were developed in the Water Supply Assessment[4] (WSA) prepared by Dudek in 2023.

In addition, the WSA[4] (page 12) indicates that MWD recently completed a water service reliability assessment and determined that it has supply capabilities sufficient to meet expected demands from 2025 through 2045 under a normal year, a single dry-year, and a period of drought lasting 5 consecutive water years. Since the MWD supplies imported water to the CVWD, the District (and indirectly the Project) is expected to have sufficient imported surface water supplies through 2045 under anticipated future drought conditions. This conclusion is supported by MWD's regional UWMP and the 2015 Integrated Water Resources Plan. Table 4.19-2 summarizes the water balance analysis presented in the WSA which demonstrates there will be adequate water supplies to serve the Project through 2045 under multiple drought scenarios (i.e., large surplus after deducting Project consumption from future UWMP supply/demand surplus through 2045 even after 5 years of drought). The Project is consistent with the City's General Plan and zoning land use designations and is consistent with the City's future buildout. Based on the WSA and 2020 UWMP, the CVWD will have sufficient water supplies available to meet projected demands through 2045, including the proposed Project. According to CVWD staff[11], the CVWD has sufficient water supplies to serve the proposed Project (with the planned onsite well) and no new or expanded water entitlements will be required. Therefore, Project impacts to CVWD water supplies would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

**Table 4.19-1**
**CVWD Normal, Dry, and 5 Consecutive Dry Years**
**Water Supply and Demand Comparisons (acre-feet per year)**

| Water Scenario | | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|---|---|---|---|---|---|
| Normal Year | Supply Totals | 57,369 | 62,092 | 63,650 | 64,949 | 64,949 |
| | Demand Totals | 53,369 | 58,092 | 59,650 | 60,949 | 60,949 |
| | Difference | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Single Dry Year | Supply Totals | 55,999 | 60,610 | 62,131 | 63,399 | 63,399 |
| | Demand Totals | 52,099 | 56,710 | 58,231 | 59,499 | 59,499 |
| | Difference | 3,900 | 3,900 | 3,900 | 3,900 | 3,900 |
| Multiple Dry Years (Year 1) | Supply Totals | 60,708 | 65,708 | 67,358 | 68,733 | 68,733 |
| | Demand Totals | 56,508 | 61,508 | 63,158 | 64,533 | 64,533 |
| | Difference | 4,200 | 4,200 | 4,200 | 4,200 | 4,200 |
| Multiple Dry Years (Year 2) | Supply Totals | 63,297 | 68,509 | 70,229 | 71,662 | 71,662 |
| | Demand Totals | 58,897 | 64,109 | 65,829 | 67,262 | 67,262 |
| | Difference | 4,400 | 4,400 | 4,400 | 4,400 | 4,400 |
| Multiple Dry Years (Year 3) | Supply Totals | 64,924 | 70,271 | 72,035 | 73,506 | 73,506 |
| | Demand Totals | 60,424 | 65,771 | 67,535 | 69,006 | 69,006 |
| | Difference | 4,500 | 4,500 | 4,500 | 4,500 | 4,500 |
| Multiple Dry Years (Year 4) | Supply Totals | 57,077 | 61,774 | 63,323 | 64,615 | 64,615 |
| | Demand Totals | 53,077 | 57,774 | 59,323 | 60,615 | 60,615 |
| | Difference | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Multiple Dry Years (Year 5) | Supply Totals | 46,852 | 50,707 | 51,978 | 53,038 | 53,038 |
| | Demand Totals | 43,552 | 47,407 | 48,678 | 49,738 | 49,738 |
| | Difference | 3,300 | 3,300 | 3,300 | 3,300 | 3,300 |
| Existing Site[1] | Demand | 14.5 | 14.5 | 14.5 | 14.5 | 14.5 |
| Proposed Project[1] | | 774 | 863 | 863 | 863 | 863 |
| Total (worst case) | | 788.5 | 877.5 | 877.5 | 877.5 | 877.5 |
| Project Exceeds Water Balance?[2] | | No | No | No | No | No |

Sources: CVWD 2020 UWMP: Tables 7-2, 7-3, 7-4 and Water Supply Assessment (WSA) Tables 6, 7, and 8 (Dudek 2023)

[1] Project WSA did not indicate demand for 2025 so 2030 value was used as a worst case assumption

[2] Does the worst case total project demand exceed surplus water supply available for any of the scenarios in any estimated year? Example: 2025 normal year supply over demand = 4,000 AF and worst case total project demand is 788.5 AF = No (project demand does not exceed surplus CVWD supply)

**Table 4.19-2**
**Water Supply Assessment – Drought Conditions Analysis**

| Year | Supply/ Demand | Projected Water Supply and Demand (acre-feet/year) | | | | |
|---|---|---|---|---|---|---|
| | | 2025 | 2030 | 2035 | 2040 | 2045 |
| First Year | CVWD Supply Totals | 60,708 | 65,708 | 67,358 | 68,733 | 68,733 |
| | CVWD Demand Totals | 56,508 | 61,508 | 63,158 | 64,533 | 64,533 |
| | Project Water Demand | NA | 773 | 863 | 863 | 863 |
| | Existing Water Usage | NA | 14.5 | 14.5 | 14.5 | 14.5 |
| | Difference | 4,200 | 3,441.5 | 3,351.5 | 3,351.5 | 3,351.5 |
| Second Year | CVWD Supply Totals | 63,297 | 68,509 | 70,229 | 71,662 | 71,662 |
| | CVWD Demand Totals | 58,897 | 64,109 | 65,829 | 67,262 | 67,262 |
| | Project Water Demand | NA | 773 | 863 | 863 | 863 |
| | Existing Water Usage | NA | 14.5 | 14.5 | 14.5 | 14.5 |
| | Difference | 4,400 | 3,641.5 | 3,351.5 | 3,351.5 | 3,351.5 |
| Third year | CVWD Supply Totals | 64,924 | 70,271 | 72,035 | 73,506 | 73,506 |
| | CVWD Demand Totals | 60,424 | 65,771 | 67,535 | 69,006 | 69,006 |
| | Project Water Demand | NA | 773 | 863 | 863 | 863 |
| | Existing Water Usage | NA | 14.5 | 14.5 | 14.5 | 14.5 |
| | Difference | 4,500 | 3,741.5 | 3,651.5 | 3,651.5 | 3,651.5 |
| Fourth Year | CVWD Supply Totals | 57,077 | 61,774 | 63,323 | 64,615 | 64,615 |
| | CVWD Demand Totals | 53,077 | 57,774 | 59,923 | 60,615 | 60,615 |
| | Project Water Demand | NA | 773 | 863 | 863 | 863 |
| | Existing Water Usage | NA | 14.5 | 14.5 | 14.5 | 14.5 |
| | Difference | 4,000 | 3,241.5 | 3,151.5 | 3,151.5 | 3,151.5 |
| Fifth Year | CVWD Supply Totals | 46,852 | 50,707 | 51,978 | 53,038 | 53,038 |
| | CVWD Demand Totals | 43,552 | 47,407 | 48,678 | 49,738 | 49,738 |
| | Project Water Demand | NA | 773 | 863 | 863 | 863 |
| | Existing Water Usage | NA | 14.5 | 14.5 | 14.5 | 14.5 |
| | Difference | 3,300 | 2,541.5 | 2,541.5 | 2,541.5 | 2,541.5 |

Source: Table 8, WSA, Dudek, May 2023 NA = Not Applicable

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Wastewater Treatment Capacity**

***IMPACT UTS-3 – Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

*Analysis of Impacts*

Wastewater generated within the CVWD's service area is collected and then treated outside of its service area by the Inland Empire Utilities Agency (IEUA). The IEUA provides sewage utility service throughout its 242-square-mile service area, an area including the CVWD. The IEUA operates four regional water recycling plants spread throughout its service area, of those facilities, Regional Plant No. 1 (RP-1) and Regional Plant No. 4 (RP-4) serve CVWD. The IEUA estimates wastewater generation for warehouse-related uses to be 2,200 gallons per day per acre. The Project site is 30.1 acres in size, as such, the Project as proposed would be projected to generate approximately 66,242 gallons per day (gpd) [2,200 x 30.1 = 66,242] of wastewater. The RP-1 facility has an existing treatment capacity of approximately 44 million gallons of wastewater per day and on average treats approximately 28 million gallons of wastewater per day. The RP-4 facility has an existing treatment capacity of approximately 14 million gallons of wastewater per day and on average treats approximately 10 million gallons of wastewater per day.[5] Therefore, the RP-1 facility has approximately 16 million gallons of excess treatment capacity (44 million gpd – 28 million gpd = 16 million gpd) under current existing conditions; the Project as proposed would represent approximately 0.4 percent of RP-1's excess capacity. The RP-4 facility has approximately 4 million gallons/day (14 million gpd – 10 million gpd = 4 million gpd) of excess treatment capacity under existing conditions; the Project as proposed would represent 1.6 percent of RP-4's current excess capacity. Both facilities regularly have an excess treatment capacity that would not be affected by the operation of the proposed Project. The Project as proposed would not require the construction of new or expanded wastewater facilities. Impacts would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant Impact

**Landfill Capacity**

***IMPACT UTS-4 – Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

*Analysis of Impacts*

**Construction**

Construction of the Project will require the disposal of remnant amounts of waste materials including asphalt, paints, and other solvents. Demolition activities during Phase 1 and Phase 2B

would produce substantial amounts of construction waste including concrete, wood, drywall, etc. As outlined in Section 4.8, *Hazards and Hazardous Materials*, construction could also generate asbestos-containing materials and lead-based paint that could require disposal. The CalRecycle website has a waste calculator[15] that estimates demolition of the existing onsite facilities and construction of new facilities could generate up to 1,000 tons of waste from the Project site, even with recycling and waste minimization. As of October 2024, the Mid-Valley Landfill has a maximum throughput of solid waste of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards.[6] Therefore, Project construction would generate approximately 1,000 tons per day of waste which would represent approximately 0.13 percent of the Mid-Valley Landfill's maximum daily intake capacity. Therefore, construction of the proposed Project would not generate solid waste in excess of the capacity of local landfills

**Operation**

Operational solid waste disposal services in the City are provided by the commercial vendor Burrtec. West Valley Material Recovery Facility (MRF) provides waste transfer and materials processing for the West San Bernardino Valley. Municipal solid waste is transferred to landfills operated by the County of San Bernardino, of which, the primary facility used by West Valley MRF is the Mid-Valley Landfill located in Rialto, CA. The San Timoteo and El Sobrante Landfills located in Redlands and Corona respectively serve as backups if the Mid-Valley Landfill is closed as a result of high winds. As of October 2023, the Mid-Valley Landfill has a maximum throughput of solid waste of 7,500 tons per day and a remaining capacity of 61,219,377 cubic yards.[6] CalRecycle uses a daily generation factor of 1.42 pounds of waste per 100 square feet of manufacturing/warehouse use.[7] The Project site is 30.1 acres which equals 1,311,591.6 square feet. Therefore, operation of the proposed Project would generate approximately 18,624.6 pounds or 9.3 tons per day of waste. This would represent approximately 0.1 percent of the Mid-Valley Landfill's maximum daily intake capacity. As such, the operation of the proposed Project would not exceed the daily allowed amounts of solid waste to the landfill.

Furthermore, the Mid-Valley Landfill is estimated to have adequate long-term capacity to accept waste from the Project as the landfill is not estimated to reach capacity until 2045 and has opportunities for future expansion. In addition, the City has implemented a series of programs for recycling materials and waste diversion programs. Programs include household hazardous waste (HHW), composting, recycling, and construction waste diversion programs. The City has a HHW Collection Facility located at 8794 Lion Street that accepts oil, filters, anti-freeze, medications, etc. Development of the proposed Project would not generate solid waste in excess of the capacity of local landfills or impair the attainment of solid waste reduction goals. Impacts would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Solid Waste**

***IMPACT UTS-5 – Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

*Analysis of Impacts*

The proposed Project is required to comply with all applicable federal, state, county, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

**Cumulative Impacts**

***IMPACT UTS-6 – Would the project cause substantial adverse cumulative impacts with respect to Utilities and Service Systems?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects") includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. (see Table 4.0-4, *Cumulative Projects*).

The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4$^{th}$ Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) involves construction of two light industrial warehouse buildings which would generate additional traffic onto local roads served by the Project (mainly Haven Avenue). It would also generate additional employees into the City workforce. This level of new development may substantially increase demands on local utility providers for additional water, sewer collection and treatment, flood control/drainage, energy systems, and solid waste.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding water supply and infrastructure, the Project will install a new groundwater well to be managed by CVWD and the City Utilities Department and connect the new well to the existing CVWD distribution system (Impact UTS-1 and UTS-2). With the new well, their UWMP concludes the CVWD will have adequate regular and drought period water supplies through 2045, and development of the proposed Project would not strain those supplies (see Tables 4.19-1 and 4.19-2). As such, Project impacts related to water supplies were determined to be less than significant. It should be noted the Project was determined to be consistent with the City's General Plan requirements and zoning (see Section 4.11, *Land Use and Planning*).

Local and regional cumulative projects are substantial and will consume significant amounts of water once completed. Under the requirements of SB 610 and SB 221, large development projects (equivalent to 500 or more residential units) must demonstrate they have sufficient water supplies based on the Urban Water Management Plan (UWMP) of its particular water-serving agency. These plans are intended to demonstrate that water-serving agencies have adequate water supplies for at least 20 years including under various drought conditions. Compliance with these regulatory requirements help assure that regional projects will not result in significant cumulative impacts regarding water supplies and service. In addition, all of the local cumulative projects are served by the CVWD and those in Rancho Cucamonga are also served by the City Utilities Department which has its own UWMP. Based on available information, the Project would not make a substantial contribution to any cumulative significant impacts regarding water supply or service.

It should be noted the regional cumulative projects are generally consistent with local General Plans and zoning as demonstrated by the lack of documentation of General Plan Amendments and Zone Changes (see Table 4.0-4). The UWMP for CVWD is based on urban growth outlined by the land use plans of the various cities within its service area, including Rancho Cucamonga, Jurupa Valley, Fontana, and southwestern San Bernardino County.

Regarding wastewater treatment, the Inland Empire Utilities Agency (IEUA) provides wastewater treatment within the CVWD area. The IEUA operates four treatment plants two of which serve the CVWD area which includes the Project site. The IEUA estimates the Project would generate wastewater flows that represent 0.4 to 1.6 percent of the treatment capacity of Plants 1 and 4, respectively (Impact UTS-3). The Project represents a less than significant impact to IEUA and CVWD regarding wastewater collection and treatment.

The local and regional cumulative projects represent a substantial amount of new development. Most or all of the regional cumulative projects are within the service area of IEUA so this new development could generate significant amounts of wastewater that would need to be treated at IEUA plants. IEUA maintains facility plans that allow for expansion as additional capacity is needed into the future, so long-term (cumulative) impacts to IEUA regarding treatment capacity are considered to be less than significant. The Project is expected to result in a less than significant impact on IEUA service capacity, so it would not make a substantial contribution to regional significant cumulative impacts in this regard.

Regarding solid waste capacity and regulations, the Project is not anticipated to generate solid waste in excess of local landfill capacity, and will comply with all related applicable federal, state, and local standards related to solid waste disposal and generation (Impact UTS-4 and UTS-5). Therefore, the Project will make an incremental but less than substantial contribution to regional cumulative impacts regarding solid waste generation, disposal, or regulatory compliance.

In summary, the various Project-level utility-related impacts of the proposed Project will not make a significant contribution to any cumulatively considerable regional impacts anticipated with respect to public utility and service systems including water, sewer, or solid waste. Cumulative impacts would be less than significant. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

Less than Significant

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

Less than Significant

## 4.19.5 REFERENCES


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3. Cucamonga Valley Water District. *2020 Urban Water Management Plan*. https://www.cvwdwater.com/DocumentCenter/View/4741/Final-Cucamonga-Valley-Water-District-2020-UWMP. [Accessed October 2023].
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5 Inland Empire Utilities Agency. *Regional Water Recycling Plant No. 1 & 4*. https://www.ieua.org/regional-water-recycling-plant-no-4/, https://www.ieua.org/regional-water-recycling-plant-no-1/. [Accessed October 2023].
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10 California Department of Resources, Recycling, and Recovery (CalRecycle). *Introduction and Background: California's Mandatory Commercial Recycling Law*

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15 CalRecycle. Construction and Demolition Waste Stream Composition Calculator. https://www2.calrecycle.ca.gov/WasteCharacterization/General/ConDemoCalculator

### 4.19.6 ACRONYMS

| | |
|---|---|
| CDPH | California Department of Public Health |
| CEQA | California Environmental Quality Act of 1970 as amended |
| CIWMA | California Integrated Waste Management Act (AB 939) |
| CPUC | California Public Utilities Commission |
| CVWD | Cucamonga Valley Water District |
| CWA | Clean Water Act |
| EIR | Environmental Impact Report (part of CEQA) |
| EPA | U.S. Environmental Protection Agency |
| HHW | Household Hazardous Waste |
| IEUA | Inland Empire Utilities Agency |
| IWMP | Integrated Waste Management Plan |
| MWD | Metropolitan Water District of Southern California |
| MRF | Material Recycling Facility |
| NPDES | National Pollution Discharge Elimination System |
| RCDC | Rancho Cucamonga Development Code (RCMC Title 17) |
| RCMC | Rancho Cucamonga Municipal Code |
| RP | Regional (wastewater treatment) Plant |
| RWQCB | Regional Water Quality Control Board |
| SCE | Southern California Edison (regional electrical supplier) |
| SCGC | Southern California Gas Company |
| SDWA | Federal Safe Drinking Water Act (CFR Health and Safety Code, Sections 116350–116405) |
| SSMP | Sewer System Management Plan |
| SRRE | Source Reduction and Recycling Element |

| | |
|---|---|
| SWRCB | State Water Resources Control Board |
| UWMP | Urban Water Management Plan |
| UWMPA | Urban Water Management Plan Act (State Water Code Section 10610–10656) |

# 4.20 – Wildfire

This section describes the potential for wildfire on lands located in or near State Responsibility Areas (SRA) or lands classified as very high fire hazard severity zones by the California Department of Forestry and Fire Protection (CAL FIRE). In addition, it discusses potential impacts of the proposed Project on wildfire hazards, including potential impacts on emergency response or emergency evacuation plans, exacerbation of wildfire risks and exposure to pollutants, and impacts to people or structures as a result of runoff, post-fire slope instability, or drainage changes.

## 4.20.1 – ENVIRONMENTAL SETTING

The 30.1-acre Project site is located at the northeastern corner of 6th Street and Haven Avenue in southern Rancho Cucamonga in San Bernardino County. The Project site is currently developed with a total of 208,575 square feet of buildings. The Project is located approximately 1.8 miles west of the I-15 Freeway and approximately 1.2-mile north of the I-10 Freeway. The Project site is partially developed with warehouse and office buildings and is surrounded by other industrial and commercial land uses in all directions. The Project site is generally flat and gently slopes from the northwest towards the southeast, with elevations ranging from approximately 1,091 feet above mean sea level (amsl) on the northwest corner down to 1,067 feet amsl on the southeast corner of the Project site with a total elevation difference of approximately 24 feet. The existing building pads and developed parcels have been graded and are generally flat.

According to the National Park Service (NPS), a wildfire, or wildland fire, is described as a non-structure fire that occurs in vegetation such as trees, grasses, and shrubs, and is not a prescribed fire[2]. Wildfires have differing causes including lightning strikes, lava flow, wind-blown embers, and most commonly, people. Wildfires could originate in undeveloped areas and spread to developed or urban areas where the landscape and structures are not designed and maintained to be ignition or fire-resistant. The potential for wildland fires represents a hazard where development is adjacent to open space or in proximity to wildland fuels or designated high or very high fire hazard severity zones (HFHSZ or VHFHSZ). Fires that occur in wildland urban-interface areas could affect natural resources as well as life and property.

The California Department of Forestry and Fire Protection (CAL FIRE)[3] has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of the State into different FHSZ based on fuels, terrain, weather, and other relevant factors.

As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection is classified as a State Responsibility Area (SRA)[3]. CAL FIRE defines an SRA as land that is not federally owned, not incorporated, does not exceed a housing density of three units per acre, contains wildland vegetation as opposed to agriculture or ornamentals, and has watershed value and/or has range/forage value (this effectively eliminates most desert lands). Where local fire protection agencies, such as the Rancho Cucamonga Fire Protection District (RCFPD), are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). Lands classified as Federal Responsibility Areas (FRA) receive fire protection from a federal governmental agency while lands classified as a State Responsibility Area (SRA) receive fire protection from a state agency (CAL FIRE).

The Project site and surrounding area are not classified as or within a HFHSZ or VHFSZ and are not within an FRA or SRA. The Project site is within a completely urbanized area and is not prone to direct impacts from wildfire. The nearest VHFHSZ[1] is located approximately 3.3 miles north of the Project site in the lower foothills of the San Gabriel Mountains (northern portion of the City above the 210 freeway).

CAL FIRE currently identifies the Project site as a Local Responsibility Area (LRA) and would be serviced by the Rancho Cucamonga Fire Protection District (RCFPD) that is responsible for providing diverse emergency management and response programs. The RCFPD has identified specialized skills and trained many of its members and has equipment to deal with different types of emergencies. These include:

- Wildland Fire Protection: Firefighters specialize in mitigating fires in the Wildland Urban Interface (WUI) areas.
- Emergency Medical Services (EMS): Firefighters trained as Paramedics and Emergency Medical Technicians are responsible for providing rapid response and assessment of life in threatening situations that result from injury or illness.
- Technical Rescue: The Technical Rescue Team is a specialized team that is trained in confined space rescue, trench rescue, building collapse and shoring, swift water rescue, high angle, rope rescue, and large animal rescue.

## 4.20.2 – REGULATORY FRAMEWORK

### Federal

Federal Emergency Management Act (FEMA)

In March 2003, FEMA became part of the U.S. Department of Homeland Security. FEMA's continuing mission is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

### State

CALFIRE, Office of the State Fire Marshal (CAL FIRE-OSFM)

The Office of the State Fire Marshal evaluates and provides technical assistance for the Hazardous Material Management Plan (HMMP), the Hazardous Materials Inventory Statement (HMIS) and the Aboveground Petroleum Storage Act (APSA) Programs.

California Fire Code

The City of Rancho Cucamonga has adopted the 2019 California Fire Code, with amendments to address specific local conditions and needs. These provisions include construction standards and fire hydrant requirements, road widths and configurations designed to accommodate the passage of fire trucks and engines, requirements for minimum fire flow rates for water mains, and specifications for exterior materials and construction methods for structures located in the wildland-urban interface (WUI). These regulations pertain to any new building located within a Local Agency “Very High Fire Hazard Severity Zone” or within a State Responsible “Moderate”, “High”, or “Very High Fire Hazard Severity Zone”.

California Public Resources Code 4290 and 4291

These regulations, which implement minimum fire safety standards related to defensible space, apply to the perimeters and access to all commercial, industrial, and residential building construction with a SRA (approved after January 1, 1991), and within lands classified and designated as very high FHSZ (after July 1, 2021). The person(s) who control, lease, maintain, operate, or own said building in, upon, or adjoining a mountainous area, forest-covered lands, brush-covered lands, grass-covered lands, or land that is covered with flammable materials is required to preserve a defensible space of 100 feet from the perimeter of the building. The regulations shall include the following:

1. Road standards for fire equipment access.
2. Standards for signs identifying streets, roads, and buildings.
3. Minimum private water supply reserves for emergency fire use.
4. Fuel breaks and greenbelts.

These regulations do not supersede local regulations which equal or exceed minimum regulations adopted by the state.

Title 8 California Code of Regulations Sections 1270 and 6773

In accordance with CCR, Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration (Cal-OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

**Regional**

San Bernardino County Fire Department

The San Bernardino County Fire Department (County Fire) provides emergency mitigation and management for fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. County Fire’s services and programs include helicopter rescue, a dozer, fire abatement hand crews, an inmate hand crew specialized program, and an honor guard. County Fire also provides for the management of: community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials.

County of San Bernardino Multi-Jurisdictional Local Hazard Mitigation Plan (MLHMP)

The MLHMP aims to lessen the effect of a disaster by recognizing hazards and developing ways to reduce their impact. Risk assessments rate hazards with the highest potential impact to the community. In addition, long-term prevention or protection steps are developed to lessen the impact of the hazard. The LHMP creates awareness of hazards, threats, and susceptibilities within the community, and paves a path forward for jurisdictions to prepare for local disasters. Plan objectives include:

- Reduce loss of life and injuries.

- Reduce hazard-related property losses.
- Protect the environment.
- Coordinate disaster planning and integrate public policy.
- Improve community and agency knowledge and education of hazards.

**Local**

PlanRC, City of Rancho Cucamonga General Plan Update

Safety Chapter

The Safety Chapter provides the framework to reduce risks associated with a range of environmental and human-caused hazards that could pose a risk to life and property in Rancho Cucamonga.

**Goal S-3** Wildfire Hazards. A community where wildfire impacts are minimized or reduced through investments in planning and resilience.

**Policy S-3.4** Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.

**Policy S-3.5** Water Supply. All developments will meet fire flow requirements identified in the Fire Code.

City of Rancho Cucamonga Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan[4] (LHMP) was last updated in August 2021. The intent of the LHMP is to demonstrate the plan for reducing and/or eliminating risk in the City. The LHMP process assesses the significant and natural and manmade hazards that would affect the City and its inhabitants, evaluate and incorporate ongoing mitigation activities and related programs in the community; determine additional mitigation measures that should be undertaken, and to outline a strategy for implementation of mitigation projects. In addition, this plan has been developed to identify actions, policies and tools for implementation over the long-term resulting in reduction of future losses on a community-wide basis.

Rancho Cucamonga Fire Protection District

The RCFPD employs approximately 120 full- and part-time employees, including 89 firefighters, who provide fire protection, and emergency medical response services, fire prevention and inspection services, and emergency management functions, to more than 170,000 residents over a span of approximately 50 square miles in and around the City limits. Fire, rescue, emergency medical service (EMS), and hazardous materials incidents are coordinated through an on-duty Battalion Chief supervising cross-trained firefighter/paramedics and firefighter/emergency medical technicians (EMTs) responding from seven fire stations. The RCFPD is also responsible for enforcing and implementing various community-based programs to ensure compliance with established fire standards. In addition, a community-based Fire Safe Council has been established to focus on public education related to the threat of fires in the Wildland Urban Interface. Per the City's 2021 Local Hazard Mitigation Plan, the Fire District currently operates from seven fire stations strategically located throughout the City. In addition to the fire stations, the City also has a Fire Maintenance Facility and an Administrative Office that are crucial to the operations of the Fire District.

## 4.20.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Appendix G, Environmental Checklist, implementation of the Project would have a significant impact related wildfire if the Project would be located in or near state responsibility areas or lands classified as very high hazard severity zones, would the Project:

a) Substantially impair an adopted emergency response plan or emergency evacuated plan?

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c) 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?

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?

## 4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related wildfires which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

**Emergency Response Plans**

***Impact WIL-1 – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

*Analysis of Impacts*

According to CAL FIRE's FRAP mapping website[1], the Project site is not located in an SRA or a VHFHSZ the closest of which are 3.3 miles north of the site in the lower foothills of the San Gabriel Mountains. Therefore, there will be no impacts to emergency response or evacuation plans related to wildfire hazards on the Project site. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Prevailing winds**

***Impact WIL-2 – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

*Analysis of Impacts*

According to CAL FIRE's FRAP mapping website[1], the Project site is not located in an SRA or in a VHFHSZ the closest of which are 3.3 miles north of the site in the lower foothills of the San Gabriel Mountains. While the Project area may experience high "Santa Ana" winds blowing west in the fall during times of heightened fire danger, the site is in an urban area which consists of large industrial buildings largely made of concrete, steel, and glass which have low fire risk. The site also has no substantial slopes and the remnant vineyard plants will be removed from the northern half of the Phase 1 site prior to the start of construction in that area. Finally, the Project area in general is subject to seasonal dry high speed "Santa Ana" winds especially in the fall that can raise the potential for wildland fires. However, the Project area is urbanized and not subject to wildland fires. Therefore, the Project is not expected to result in any impacts due to slopes, prevailing winds, or other physical factors which could increase fire risks and/or expose area workers or residents to fire related air pollution. There will be no impacts in this regard. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Maintenance of Infrastructure**

***Impact WIL-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 resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

*Analysis of Impacts*

According to CAL FIRE's FRAP mapping website[1], the Project site is not located in an SRA or in a VHFHSZ the closest of which are 3.3 miles north of the site in the lower foothills of the San Gabriel Mountains. Therefore, the Project would not install or be required to install any infrastructure related to high or very high risks from wildfire. However, the Project will construct a new well and connecting pipelines for the Cucamonga Valley Water District (CVWD) which will incrementally improve overall water system reliability including areas to the north with higher wildfire risks. There are no impacts and no mitigation required. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Expose People or Structures to Risk**

***Impact WIL-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?***

*Analysis of Impacts*

According to CAL FIRE's FRAP mapping website[1], the Project site is not located in an SRA or in a VHFHSZ the closest of which are 3.3 miles north of the site in the lower foothills of the San Gabriel Mountains. The Project site is in a flat alluvial plain with minimal risk of landslides and potential flooding is controlled by a number of flood control channels in the surrounding area. In addition, the Project will add an onsite drainage control system including several bioretention facilities that will prevent any increase in offsite downstream runoff. Section 4.10, *Hydrology and Water Quality.* Therefore, the site and surrounding area are protected from flooding and there is little or no risk of the Project causing post-fire slope instability or harmful drainage changes. There are no impacts in this regard. This conclusion applies to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

**Cumulative Impacts**

***Impact WIL-5 - If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project cause substantial adverse cumulative impacts with respect to wildfires?***

*Analysis of Impacts*

The level of expected future development in the City and surrounding areas (approx. 5-mile radius) is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). By comparison, the expected future growth within a 1-mile radius of the Project site ("local cumulative projects")

includes 11 developments, 7 of which are within the City of Rancho Cucamonga (others are in the City of Jurupa Valley and the County of San Bernardino). None of the local cumulative projects are adjacent to the Project site but they are generally urban in nature and propose urban development including residential, commercial, and light industrial development. (see Table 4.0-4, *Cumulative Projects*). All of the local cumulative projects are urban and are not within an SRA or a VHFHSZ based on information from CALFIRE.

The closest local cumulative project to the Project site is #18 approximately 0.75-mile southwest corner of the Project site at 4th Street and Hermosa Avenue (see Exhibit 4.0-1, *Cumulative Projects*) involves construction of two light industrial warehouse buildings which would generate additional traffic onto local roads served by the Project (mainly Haven Avenue). It would also generate additional employees into the City workforce. This level of new development may substantially increase demands on local utility providers for additional water, sewer collection and treatment, flood control/drainage, energy systems, and solid waste.

One of the local cumulative projects (#29 with 392 residential units, a 71-room hotel, and 21,627 square feet of commercial space) has already been constructed, but the remaining projects are still in the planning and approval phases. It is possible that one or more of these projects may be constructed during the same time as the proposed Project. However, at this time it is overly speculative to estimate which if any projects might actually be under construction at the same time as the proposed Project.

Regarding wildland fire risks, the Project is not located in a high or very high fire hazard zone and the surrounding land is not managed by a state agency for fire protection (Impact WILD-1 through WILD-4). According to CAL FIRE's FRAP mapping website, the Project site is not located in an SRA or in a VHFHSZ the closest of which are 3.3 miles north of the site in the lower foothills of the San Gabriel Mountains. Cumulative development projects in the northern portion of the 5-mile radius area may be within high of very high fire hazard zones depending on location – this applies to any cumulative projects north of the SR-210 Freeway, especially those near or in the San Bernardino Mountain foothills.

The Project will add new buildings and employees who need fire protection, but the site will have sprinklers and other fire suppression systems and be constructed of materials consistent with the latest state Fire Code. Therefore, its impacts related to overall fire risk are less than significant (i.e., it has no wildland fire risk due to its location).

The Project meets the various applicable fire code requirements and is not within a high or very high fire hazard area. Even if one or more cumulative projects is within an SRA or VHFHSZ, the Project has no impact in this regard. Therefore, the Project would not make a substantial contribution to regional cumulative impacts related to wildland fire hazards. These conclusions apply to either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

*Level of Significance Before Mitigation*

No Impact

*Mitigation Measures*

None Required

*Level of Significance After Mitigation*

No Impact

## 4.20.5 - REFERENCES

1 California Department of Forestry (CAL FIRE 2023). FHSZ Viewer. [Accessed October 2023] https://egis.fire.ca.gov/FHSZ/

2 National Park Service (NPS). Types of Wildland Fire. NPS website accessed May 2024. https://home.nps.gov/subjects/fire/types-of-wildland-fire.htm#:

3 California Department of Forestry and Fire Protection (CalFire). Fire and Resource Assessment Program (FRAP). State Responsibility Area, Fire Hazard Severity Zones. September 29, 2023.

4 City of Rancho Cucamonga. *Local Hazard Mitigation Plan* (LHMP). August 2021. City website accessed May 2024. https://www.cityofrc.us/sites/default/files/2021-11/Final_2021%20LHMP%20W_Adoption_Appendices_10122021.pdf

## 4.20.6 - ACRONYMS

| | |
|---|---|
| amsl | Above Mean Sea Level (in feet) |
| APSA | Aboveground Petroleum Storage Act |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Cal-OSHA | California Occupational Safety and Health Administration |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act of 1970, as amended |
| CVWD | Cucamonga Valley Water District (CVWD) |
| EMT | Emergency Medical Technician |
| FHSZ | Fire Hazard Severity Zone |
| FRAP | Fire and Resources Assessment Program |
| Hazmat | Hazardous Materials |
| HFHSZ | High Fire Hazard Severity Zone. |
| HMIS | Hazardous Materials Inventory Statement |
| HMMP | Hazardous Material Management Plan |
| HFHSZ | High Fire Hazard Severity Zone |
| LHMP | Local Hazard Mitigation Plan |
| LRA | Local Responsibility Area |
| NPS | National Park Service |
| RCFPD | Rancho Cucamonga Fire Protection District |
| SBCFD | San Bernardino County Fire Department |
| SRA | State Responsibility Area |
| VHFHSZ | Very High Fire Hazard Severity Zone |

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# 5.0 – ALTERNATIVES TO THE PROPOSED PROJECT

Section 15126.6 of the CEQA Guidelines requires an EIR to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." The section also states that the discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the basic project objectives or would be costlier.

Pursuant to Section 15126.6, this chapter describes alternatives to the Project and compares their impacts to those of the proposed Project. Pursuant to the CEQA Guidelines, the ability of the alternatives to meet a project's guiding principles is also described, and the "environmentally superior" alternative is identified.

Significant unavoidable impacts of the proposed Project have been identified. Pursuant to the CEQA Guidelines, the alternatives in this chapter focus on avoiding or substantially reducing these unavoidable significant impacts and lessening other impacts.

In accordance with CEQA Guidelines section 15126.6(a), this EIR does not evaluate every conceivable alternative. A feasible range of alternatives that will allow decision-makers to make a reasoned choice and that meet most of the Project's guiding principles has been evaluated.

The project impact analysis sections (4.1 through 4.20) determined the proposed project would have the following significant impacts:

- Air pollutant emissions in terms of AQMP consistency, exceeding SCAQMD daily significance thresholds for construction, operation, health risks, and cumulative impacts for VOCs and NOx even with implementation of all feasible recommended mitigation; and
- Greenhouse gas emissions that exceed SCAQMD daily significance thresholds even with implementation of all feasible recommended mitigation.

With implementation of the mitigation measures and regulatory compliance outlined in this EIR, all other environmental impacts of the proposed project can be reduced to less than significant levels.

In addition, the proposed project is intended to achieve the following objectives:

**Objective 1:** Facilitate the continued operation of the existing distribution facility with expanded operations and employment capacity.

**Objective 2:** Redevelop an existing industrial site with modern and sustainable facilities, including large-scale buildings, intricate manufacturing processes, and large employment opportunities.

**Objective 3:** Develop and operate an attractive state-of-the-art manufacturing and distribution facility in the city that meets industry standards to be competitive with similar facilities in the region.

**Objective 4:** Maximize the efficiency of the existing operations during the expansion process by providing interim manufacturing steps within the same building envelope.

**Objective 5:** Develop and operate a production and bottling facility that positively contributes to the local economy through new capital investment and the creation of new employment opportunities, including opportunities for highly-trained workers.

**Objective 6:** Develop an industrial and manufacturing facility that is in close proximity to Interstate 10, Interstate 15, and other major transportation arterial roadways, to support the production of consumer goods and the distribution of manufactured goods throughout the region.

**Objective 7:** Implement a microgrid energy production system via cogeneration to minimize manufacturing waste and to reduce the demand on existing public services and systems while employing carbon-reducing technologies and reduce the facility's potential climate impact.

In addition to potential environmental impacts, Alternatives to the proposed project will be evaluated on if or to what degree they can achieve the objectives of the project. The City, as the lead agency under CEQA, must evaluate the alternatives both in terms of potential impacts and the degree to which they can achieve the objectives of the project.

### Proposed Project

The proposed Project includes two different development options. Per Table 3-3, Phase 1 plus Phase 2A results in 783,741 net new square feet of building area of non-residential uses (Industrial and Office), not including the new parking structure which does not generate vehicular trips or house employees. In contrast, Phase 1 plus Phase 2B results in 761,616 net new square feet of building area, or 22,125 square feet less than Phase 1 plus Phase 2A. The difference between the two options is that Phase 2A would reuse the existing 62,210 square-foot warehouse building while Phase 2B would demolish the existing warehouse building and construct a new 40,085 square foot light industrial building. For this alternatives analysis, Phase 1 plus Phase 2A is evaluated since it has more building area than Phase 1 plus Phase 2B scenario and thus would have the greater environmental impacts of the two options. Phase 2A scenario is considered to have greater environmental impacts in the particular areas deemed to have significant and unavoidable operational impacts.

### No Project Alternatives

Section 15126.6(e) requires that "The specific alternative of 'no project' shall be evaluated along with its impact". "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published[1], and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior Alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (Section 15126.6(e)(2)). The No Project Alternative evaluates impacts of the beverage warehouse that was operating at the time the NOP was issued, along with the two office buildings on the Phase 1 property and the one additional warehouse on the Phase 2 property (the northern portion of the Phase 1 property would remain vacant). This Alternative would result in no significant impacts related to air quality or greenhouse gas emissions.

[1] Tthe NOP was issued twice, the second of which was on September 14, 2023.

However, it would essentially maintain existing site conditions so it would not meet any of the Project objectives (see Section 5.4 below).

## 5.2 Alternatives Considered But Rejected

Section 15126.6(a) of the CEQA Guidelines states, "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects of the project[.]" Further, section 15126.6(c) explains, "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are:

(i) failure to meet most of the basic project objectives,

(ii) infeasibility, or

(iii) inability to avoid significant environmental effects."

To help clarify the meaning of "feasibility," CEQA Guidelines section 15126.6(f)(1) (Rule of Reason/Feasibility) states, "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries… and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site… No one of these factors establishes a fixed limit on the scope of reasonable alternatives."

CEQA Guidelines section 15126.6(c) explains that alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the basic project objectives, are infeasible, or do not avoid any significant environmental effects. CEQA Guidelines section 15126.6(f) indicates that the Lead Agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitation, jurisdictional boundaries, and the proponent's control over alternative sites in determining the range of alternatives to be evaluated in an EIR.

With respect to alternative locations, CEQA Guidelines section 15126.6(f) indicates that they need not be evaluated in every case. The key question in determining whether to evaluate alterative locations is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any significant effects of the Project need to be evaluated in the EIR if this type of alternative is selected.

CEQA Guidelines section 15126(f)(2) indicates that alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered. CEQA also does not require the evaluation of all possible alternatives but rather a "reasonable range" of alternatives that can reduce or eliminate significant impacts of the project and that can still achieve some or all of the project alternatives. The following potential alternatives or groups of alternatives were considered for evaluation but were rejected due to infeasibility or the project site being an inappropriate location for such uses (e.g., not consistent with the General Plan designation) or not compatible with surrounding existing or planned land uses.

**Various all commercial, all office, or all residential options**. Land use plans with all commercial, office, or residential options would not meet the General Plan and zoning designation, and, also due to the size of the site, would introduce an excessive amount of one

type of land use onto the Project site that would not be fully consistent with surrounding land uses.

All commercial plans would generate too much traffic in this mixed use area. All office uses would also produce a high number of daily trips although not as high as all commercial uses.

It is not known if this site in this location would be appropriate for a large all residential project or a large all office project due to the mixture of uses in the surrounding area. These uses would tend to have higher percentages of peak hour traffic and residential uses could generate significant VMT impacts by introducing residences into an area planned for employment-generating uses.

All one type of land use would tend to increase VMT impacts by not providing an onsite mixture or balance of residential and non-residential uses and encouraged by regional and City growth policies. Any of these alternatives would also not be consistent with the Project Objectives.

**Various mixes of land uses other than commercial, office, or residential.** This would include potential heavy or medium intensity industrial uses, Mixtures of other types of land uses would not be consistent with the General Plan land use and zoning designations for the site. Such uses would also not be consistent with surrounding land uses or the Project Objectives.

**Any public or quasi-public land uses (e.g., school, college, medical campus, park, etc.).** For reasons similar to the first two categories, a large site supporting a singular use other than those allowed under the General Plan and zoning would not be consistent or possibly compatible with surrounding land uses, and this area might not be as conducive to support a single public or quasi-public land use since those types of uses are typically located in proximity to each other to better support their similar needs and uses.

**High rise or very high-density development (e.g., residential towers).** Higher density land uses (i.e., in excess of General Plan or zoning limits) could result in additional or expanded and unanticipated significant environmental impacts such as air pollutant emissions, greenhouse gases, unsafe traffic conditions at congested intersections or along Haven Avenue at peak hours, etc. They would also not be consistent with the Project Objectives.

### Alternative Sites

For alternative locations, “only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR” (Section 15126.6(f)(2)(A)). The significant impacts of the proposed Project (NOx and GHG emissions) are based on the type and size of the proposed use so this project on any other site would still result in significant impacts identified in the EIR. It is also unknown if another site would have similar advantageous location relative to regional access and adequate utility services. In addition, the project proponent does not own any other properties of sufficient size and location to support development of the project such as the one proposed. Therefore, there is no feasible Alternative Site for the proposed Project (i.e., one that would reduce or eliminate one or more significant impacts of the Project by being on another site) so this analysis is not included in the EIR.

## 5.3 Alternatives Selected for Detailed Analysis

In addition to the No Project Alternative described above, the following three development alternatives have been selected for detailed evaluation in comparison to the proposed Project:

**Alternative 1 - Expand Existing Facility.** This alternative would almost double the area of the existing 208,590-square foot beverage distribution facility to approximately 400,000 square feet for new non-residential uses and provide beverage bottling in addition to and in conjunction with the current distribution facility. It would have no residential units and would allow the existing beverage warehouse/distribution building to continue operation. This plan would utilize surface parking and the new building would have a maximum height of approximately 35-40 feet. The land not needed for the new building footprint or parking would be landscaped with walkways for employees and possibly public use if such areas were created along the boundaries of the site (i.e., along adjacent roadways). This alternative would also include use/reuse of the existing warehouse on the Phase 2 property. This alternative is consistent with the General Plan land use and zoning designations and includes a new CVWD well but not cogeneration.

**Alternative 2 - Reduced Intensity (-30% Project).** This alternative would develop about 540,000 square feet of light industrial (non-residential) use, which is approximately 30% less new building area compared to the proposed Project (783,741 square feet for Phases 1 and 2A). This plan would have no residential units and require demolition of the existing beverage distribution facility. This plan would eliminate the proposed parking structure and use the remaining non-built area of the site for surface parking. This plan would have landscaping and outdoor use areas for employees consistent with the City General Plan and Development Code requirements. This alternative includes cogeneration and a new CVWD well.

**Alternative 3 - Mixed Use (C/R/O).** This alternative would develop 675,000 square feet of new office and commercial uses on the first two floors of three new four-story buildings on the site (commercial on ground floor and offices on the 2$^{nd}$ floor). This plan would also have 270 residential units on the top two floors of the three new buildings. The remainder of the site would have covered and uncovered surface parking, landscaping, and employee and tenant and public use areas on the remainder of the site (play equipment, pickleball courts, walkways, dog park, etc.). The site would be developed according to the General Plan and Development Code requirements for the site with a small internal street east off of Haven Avenue visually dividing the property which would be consistent with the development code and general plan block network standards and policies. This alternative is consistent with the existing General Plan land use designation (21st Century Employment District) and the existing zoning classification (ME2). While there are other possible variations of land plans that meet the General Plan and zoning designations, this one was selected as a reasonable alternate land plan for evaluation in the EIR.

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts of the alternatives is less detailed than the evaluation included in Sections 4.1 through 4.20 of the impacts associated with implementation of the proposed project. Table 5.3-1 compares the physical characteristics of the alternatives selected for detailed analysis. These three (3) alternatives selected for further detailed evaluation represent a reasonable range of alternatives consistent with the requirements of CEQA. This alternative does not include cogeneration but does include a new CVWD well.

## Table 5.3-1: Characteristics of the Alternatives

| Land Uses | Non-Residential Uses | | | Residential Uses | | |
|---|---|---|---|---|---|---|
| | Acres | FAR[1] | Square Feet | Acres | Density | Units |
| **No Project-No Development (Existing Conditions[2])** | | | | | | |
| Manufacturing | 0.0 | 0 | 0 | 0 | 0 | 0 |
| Light Industrial | 0.0 | 0 | 0 | 0 | 0 | 0 |
| Warehousing | 13.7 | 0.31 | 208,590 | 0 | 0 | 0 |
| Office | 4.2 | 0.38 | 62,210 | 0 | 0 | 0 |
| **Sub-Total** | **17.9** | 0.33 | **270,800** | 0 | 0 du/ac | 0 |
| Vacant | 12.1 | 0 | **0** | 0 | 0 | 0 |
| **TOTAL** | **30.1** | 0.20 | **270,800** | 0 | 0 du/ac | 0 |
| **Proposed Project (Phases 1 and 2A)[3]** | | | | | | |
| Manufacturing/Light Industrial | 4.1 | 0.65 | 114,680 | 0 | 0 | 0 |
| Warehousing | 21.7 | 0.57 | 539,885 | 0 | 0 | 0 |
| Office | 2.2 | 0.40 | 64,501 | 0 | 0 | 0 |
| **Sub-Total** | **28.0** | **0.60** | **719,066** | **0** | **0 du/ac** | **0** |
| Truck Deck/Parking | 2.1 | 0 | 335,475 | 0 | 0 | 0 |
| **TOTAL (including parking structure)** | **30.1** | **0.55** | **1,054,541** | **0** | **0 du/ac** | **0** |
| **Alternatives to the Project[4]** | | | | | | |
| **(1) Expand Existing Facility (2x)** | | | | | | |
| Manufacturing | 11.8 | 0.30 | 150,000 | 0 | 0 | 0 |
| Warehouse | 11.7 | 0.29 | 150,000 | 0 | 0 | 0 |
| Office | 4.5 | 0.51 | 100.000 | 0 | 0 | 0 |
| **Sub-Total** | **28.0** | **0.33** | **400,000** | 0 | **0 du/ac** | **0** |
| Other | 2.1 | 0.0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **30.1** | **0.31** | **400,000** | 0 | **0 du/ac** | **0** |
| **(2) Reduced Intensity (-30% Project)** | | | | | | |
| Manufacturing | 6.6 | 0.3 | 86,000 | 0 | 0 | 0 |
| Warehouse | 20.7 | 0.45 | 405,000 | 0 | 0 | 0 |
| Office | 2.8 | 0.4 | 49,000 | 0 | 0 | 0 |
| **Sub-Total** | 30.1 | 0.4 | **540,000** | 0 | 0 du/ac | 0 |
| Other | 0 | 0 | **0** | | 0 | 0 |
| **TOTAL** | 30.1 | 0.4 | **540,000** | | 0 du.ac | 0 |
| **(3) Mixed Use (C/O/R)[5]** | | | | | | |
| Commercial (50%) | 15.0 | 0.8 | 525,000 | 0.00 | 0 | 0 |
| Offices (20%) | 6.0 | 0.6 | 150,000 | 0.00 | 0 | 0 |
| Residential (30%) | 0.0 | 0.0 | 0 | 9.1 | 30 du/ac | 270 |
| **Sub-Total** | **21.0** | **0.74** | **675,000** | **9.1** | **0** | **270** |
| **Other** | 0 | 0 | 0 | 0 | 0 | 0 |
| **TOTAL** | **21.0** | **0.74** | **675,000** | **9.1** | **30 du/ac** | **270** |

1 FAR = Floor Area Ratio du/ac = dwelling units per acre

2 From Table 3-1, Existing Uses (see Table 5.4-1 for Impacts)

3 From Table 3-4, Project Characteristics. Greatest SF from Phase 1 plus Phase 2A without parking structure (335,475 SF and 2.1 acres) Phases 1 plus 2A were used for analysis since that is the most Project square footage that will be built (i.e., Phase 2B involves less square footage added than Phase 2A)

4 None of the Alternatives have a parking structure (all surface parking)

5 Based on ME2 GP land use designation (resid = 24-42 du/ac, FAR = 0.4 – 1.0).

## 5.4 No Project Alternative

The No Project Alternative evaluates impacts of the beverage warehouse that was operating at the time the NOP was issued, along with the two office buildings on the Phase 1 property and the one additional warehouse on the Phase 2 property (the northern portion of the Phase 1 property would remain vacant). This Alternative would essentially maintain existing site conditions as of the time the NOP was issued.

### 5.4.1 Analysis of No Project Alternative

The potential impacts associated with the No Project Alternative are described below.

Aesthetics

The Project site is currently developed with office and warehousing uses on 17.9 acres while 12.1 acres of the site is vacant. The site is relatively flat and part of a broad flat alluvial plain. Surrounding land uses include 1-2 story commercial buildings and 3-4 story office and warehouse buildings with no vacant land adjacent to the site. As discussed in Section 4.1, *Aesthetics,* of this Draft EIR, the Project would result in less than significant aesthetic impacts. The No Project Alternative leaves the entire site in its current condition so there would be no change in the number or size of buildings or their appearance from surrounding areas. The No Project Alternative would not result in any visual changes or aesthetic impacts at the Project site. No removal of existing structures or construction of new structures would occur. Thus, no changes to the scenic resources present on the Project site (an eligible historic district and local landmark) would occur. No scenic vistas would be impacted and no changes to the visual character or quality of public views of the site would occur. No new sources of light or glare would be added to the Project site. All less than significant aesthetic impacts that would occur as a result of the Project would be eliminated under the No Project Alternative.

Agriculture and Forest Resources

There are currently 12.1 acres in the center of the site that are vacant but which supported a vineyard in the past. The site is not designated or currently used for agricultural purposes. In addition, the site and surrounding areas are not designated as “important farmland” by the State Department of Conservation. Similarly, the site does not contain any State timberland or any important forest resources. The No Project Alternative would leave the site in its current condition with a former vineyard and developed portions of the site. The No Project Alternative would have no impacts on agricultural and forest resources which would be less than those of the proposed Project (i.e., less than significant and no mitigation required) as discussed in Section 4.2, *Agriculture and Forest Resources*, of this Draft EIR.

Air Quality

At the time the NOP was issued, the Project site contained an operating beverage warehouse and distribution facility. Air quality impacts associated with the Project would be less than significant, as discussed in Section 4.2, *Air Quality*, of this Draft EIR. No demolition, grading, construction, or new development would occur under the No Project Alternative. Therefore, this alternative would not have the potential to increase air pollutant emissions from the site that would occur with the Project. This alternative would result in lower environmental effects associated with air quality, including the elimination of the emissions associated with demolition

and construction activities or the negligible operational emissions associated with the Project's testing of the backup generators and operation of the groundwater treatment plant (GWTP). Emissions related to maintenance would potentially be higher than the Project, due to the upkeep and repairs required for the aging infrastructure. No exposure of sensitive receptors to new pollutant concentrations would occur as a result of the No Project Alternative. New emissions would not occur as a result of construction of the No Project Alternative and no air quality impacts would occur. The Air Quality Assessment for the Project indicated the emissions from existing uses on the site were less than the SCAQMD significance thresholds. Thus, impacts of the No Project Alternative would be less than those associated with the Project.

Biological Resources

As discussed in Section 4.3, *Biological Resources*, of this Draft EIR, the Project site is largely developed but with some vacant land in the center of the site. There is also some landscaping in place including street trees along the perimeter streets. The No Project Alternative would leave the site in its present condition so there would be no impacts related to biological resources since no landscaping or trees would be removed. Thus, impacts of the No Project Alternative would be less than those associated with the Project (i.e., less than significant with mitigation) and no mitigation would be required under this Alternative.

Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years and by European settlers and their descendants for hundreds of years. The Project site was surveyed and no significant historical or archaeological resources were found. Due to the extent of disturbance in and around the Project site, the likelihood of finding significant cultural resources is low. However, local Native American tribes consider the entire region sensitive for tribal cultural resources, including human remains. The No Project Alternative would leave the site in its current condition with developed uses and vacant land. Therefore, there would be no impacts from the No Project Alternative on cultural resources which would be less than the impacts associated with the Project as outlined in Section 4.5, *Cultural Resources*, of this Draft EIR.

Energy

The Project site is currently developed with office and warehousing uses on 17.9 acres while 12.1 acres are vacant. Based on estimates generated in the California Emissions Estimator Model (CalEEMod), existing buildings at the site consume approximately 2,836,250 kiloWatt-hours (kWh) of electricity and 5,814,483 million British Thermal Units (MMBTU) of natural gas each year. Vehicle trips to and from the site are estimated to consume approximately 147,214 gallons of gasoline and 452,227 gallons of diesel fuel annually. The No Project Alternative would not result in any increase in energy use on the site so there would be no impacts in this regard. Energy impacts of this Alternative would be less than those of the Project (less than significant as outlined in Section 4.6, *Energy Resources*, in the Draft EIR) and no mitigation is required.

Geology, Soils, and Paleontology

As outlined in Section 4.7, *Geology and Soils*, of the Draft EIR, the Project site is in the west San Bernardino Valley within the Peninsular Ranges geomorphic province of California. The area contains many regional and local faults including the Red Hill, Cucamonga, San Jacinto, and San Andreas and is subject to moderate to strong seismic shaking. However, there are no active (Alquist-Priolo) fault zones on or in the immediate vicinity of the Project site. A geotechnical constraints study was prepared for the site. The site has a low potential for liquefaction, substantial soil erosion, soil hazards and constraints, or landslides. In addition, the site has a low potential for yielding paleontological resources although fossils have been found in older Pleistocene formations which may be present at depths below five feet beneath the Project site.

The No Project Alternative would leave the site in its existing condition with no new development so there would be no new structures, employees, or visitors introduced to the site. Therefore, there would be no increased risks to structures or persons on the site from the No Project Alternative, and no mitigation is required. Since no grading is required there would be no potential for impacts to paleontological resources.

Greenhouse Gas Emissions

Various types of greenhouse gases (GHGs) are generated by human activities including the burning of fossil fuels for generating electricity, heating and industrial processes, and burning fuels in personal and work vehicles. These GHGs are measured in Metric Tons of Equivalents to Carbon Dioxide ($MTCO_2e$) because they affect atmospheric warming to different degrees compared to the standard reference gas $CO_2$. As outlined in Section 4.8, *Greenhouse Gases*, in the Draft EIR, the Air Quality Study for the Project indicates that the existing office and warehousing uses on the site currently generate a total of 6,768 MTCO2e which by themselves do not exceed the “interim” significance threshold of 10,000 MTCO2e for industrial projects currently established by the South Coast Air Quality Management District (SCAQMD). Since there is no new development, the site would not be required to comply with the City’s Climate Action Plan (CAP). Therefore, the No Project Alternative represents less than significant impacts related to GHG emissions and less emissions than would be emitted by the Project.

Hazards and Hazardous Materials

As outlined in DEIR Section 4.9, several environmental site assessments have been prepared over the years which did not identify any areas of contamination on or adjacent to the site. The nearest educational facility to the Project site is the Good Steward Day Care and Preschool just east of the site across Utica Avenue just north of 4$^{th}$ Street. The No Project Alternative would not involve any new development on the site so there would be little or no potential for impacts related to hazardous materials. Similarly, this Alternative would have no impacts related to airport hazards since there is no new development involved that would be added within any airport safety or planning zones. The site would continue to have adequate emergency access since it is surrounded on all sides by improved public roads with driveway access onto the site from all sides. Impacts would be less than significant and less than those of the proposed Project.

Hydrology and Water Quality

The site is part of a large flat alluvial fan that occupies most of the western San Bernardino Valley. Runoff generally flows south away from the San Gabriel Mountains and toward the Santa Ana River to the south. The Project site is within the Santa Ana River watershed and runoff either percolates into the ground or eventually reaches the Pacific Ocean. The site is not located within a 100-year flood zone mapped by the Federal Emergency Management Agency (FEMA). The Project site is also not located in or proximate to any open water bodies or reservoirs or within an identified dam inundation zone. The City is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. Groundwater levels and quality have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site. Recent groundwater elevations were found to be between 650 feet and 700 feet below ground surface. Section 4.10, *Hydrology and Water Quality*, of the Draft EIR concluded Project impacts in this regard would be less than significant based on Project design and regulatory compliance and no mitigation was required.

The No Project Alternative would not involve any new development so there would be no substantial change in the use of water onsite or runoff characteristics from the site onto offsite downstream properties. There would also be no need for a new CVWD water well on the site under this Alternative. Any impacts of existing uses on the site on hydrology and water quality are less than significant and do not require mitigation.

Land Use and Planning

The Project site is currently partially developed with warehouses and offices on 17.9 acres and 12.1 acres of vacant land. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. At present, the Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include light industrial, warehousing, commercial, vacant land, medical offices, hospitality uses, and professional offices. There are no residences either on or adjacent to the Project site. The No Project Alternative would result in no new buildings on the site and existing uses are consistent with the General Plan. Therefore, this Alternative has no land use or planning impacts and would not require mitigation to lower impacts to a less than significant level. Therefore, land use impacts for the No Project Alternative are less than the impacts identified in Draft EIR Section 4.11 for the proposed Project.

Mineral Resources

DEIR Section 4.12 indicates the Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development. There would be no new development on the site from the No Project Alternative so there would be no impacts on mineral resources, similar to the conclusions for the proposed Project.

Noise

The Project area and surrounding region are relatively urbanized and support residential, commercial, industrial, and other related land uses. These uses, along with major roads,

freeways, railroad lines, and aircraft from the nearby Ontario International Airport, generate noise levels in the Project area commensurate with long-established urban communities. At the time the NOP was issued, the Phase 1 site contained a beverage warehouse and distribution facility, two occupied office buildings, and a light industrial building on the Phase 2 property.

The No Project Alternative would result in no new development on the site so there would be no new buildings, no increase in stationary source noise around the site, and no increase in vehicular noise on or away from the site since there would be no increase in traffic from the site. Therefore, its noise impacts would be less than those of the proposed Project which were found to be less than significant with mitigation as outlined in Draft EIR Section 4.13, *Noise*.

Population, Housing, and Employment

The Project area is part of the western San Bernardino Valley which contains a number of cities including Rancho Cucamonga that support a balance of residential land uses with housing and population and non-residential land uses that generate employment, The site currently contains a beverage distribution warehouse, another warehouse, and two offices on 17.9 acres with 12.1 vacant acres in the center of the site. Onsite uses currently have approximately 185 employees.

The No Project Alternative would result in no new residential or non-residential buildings onsite, so there would be no residents and no additional employees on the site compared to 474 total employees under the proposed Project. Therefore, this Alternative would have no impacts related to population, housing, or employment compared to the less than significant impacts of the proposed Project per DEIR Section 4.14.

Public Services

The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection services to the City and Fire Station 174 is the closest at 1.8 miles northeast of the site. The City contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services and their new Public Safety Facility is located at 8870 San Bernardino Road 2.5 miles northwest from the Project site. The Project site is within the Cucamonga School District (CSD), Chaffey Joint High School District (CJHSD), and next to the Ontario-Montclair School District (OMSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard, is the nearest school to the project site, located approximately one mile northwest of the project site. The City's Community Services Department operates local park and recreational facilities and the closest City park is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site. The existing uses on the site currently have police and fire services available.

The No Project Alternative would not result in any new development on the site so there would be no increase in the need for public services onsite, primarily police and fire services, since onsite uses are non-residential in nature and so have minimal need for school or park services. These conditions are less than the impacts identified for the proposed Project which would increase the need for public services, especially police and fire, as outlined in DEIR Section 4.15, *Public Services*.

Recreation

The City's Community Services Department operates local park and recreational facilities and the closest City park is Old Town Park located at 10033 Feron Boulevard approximately 0.7-

miles northwest of the site. The site is currently occupied by non-residential uses (e.g., warehousing, offices) so it generates minimal need for recreational facilities or services. The No Project Alternative would result in no new buildings on the site so the current level of police and fire service needs to the site would remain at its current level, similar to the impacts of the proposed Project (i.e., less than significant) as outlined in DEIR Section 4.16.

Transportation

The Project area is served by existing arterial and collector roads that have been built to their full widths including improvements for pedestrians and bicyclists (sidewalks and bike lanes) as planned by the City. Primary access to the surrounding area, both local and regional, is provided by Haven Avenue (north-south) with more local access via 6th Street and 7th Street (east-west). Haven Avenue also provides more regional access to the I-10 Freeway 1.2 miles to the south (with direct ramps) and to the I-15 Freeway 1.5 miles east of the project site via connections to Foothill Boulevard 1.3 miles to the north and Fourth Street 0.5 mile to the south.

At the time the NOP was issued, existing land uses on the site generated 1,115 total vehicle trips (passenger cars and trucks) and a passenger car equivalent (PCE or the increase in actual traffic impacts due to trucks being longer than passenger cars) of 1,681 trips. Vehicular trips generated by existing land uses on the Project site are shown in Table 5.4-1 which are below those levels of new traffic that would be generated by the proposed Project.

**Table 5.4-1: Trip Generation – No Project Alternative**

| Vehicle Type | Peak Hour | | Average Daily Trips(A) | |
|---|---|---|---|---|
| | AM | PM | Number | Increase |
| **Existing Conditions** | | | | |
| Total Vehicles(B) | 86 | 59 | 1,115 | -- |
| Total PCE(C) | 117 | 79 | 1,681 | -- |
| **Proposed Project (net)**(B) | | | | |
| Total Vehicles(C) | 142 | 70 | 2,115 | +89.7% |
| Total PCE(D) | 282 | 167 | 4,399 | +161.7% |

Source: DEIR Tables 4.17-1 and 4.17-2, Fehr and Peers 2024

(A) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips only occur 5 days out of the week (Monday through Friday) for the DC and 7th Street Warehouse. Percent is compared to Existing Conditions.

(B) Represents "net" trips which are gross Project or Alternative trips minus existing trips

(C) Cars and Trucks – Note: totals may not equal due to rounding.

(D) PCE represents the number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow.

The Project traffic study estimated the proposed Project would generate a total of 3,230 passenger vehicle trips and 5,681 truck trips (F&P 2024). However, the study estimated the Project would generate a net of 2,115 total vehicle trips and 4,399 PCE trips when existing trips are subtracted from the total Project trips (see Table 5.4-1). The Project would generate more than double the passenger vehicles generated by existing uses on the site, but almost three times the number of trucks over existing uses. Since no new development would occur on the site under the No Project Alternative, there would be no impacts related to vehicle miles traveled (VMT) that would require mitigation.

Tribal Cultural Resources

As outlined in DEIR Section 4.18, the Project area has been subject to human occupation by Native American tribes for many thousands of years. The Project site was surveyed and no significant archaeological resources were found, however, local tribal representatives consider the entire basin sensitive for tribal resources, including human remains. The No Project Alternative would add no new development to the site so there would be no potential for impacts to cultural or tribal cultural resources that may be buried on the site. Therefore, the No Project Alternative would have no impacts in this regard and no mitigation is required. These impacts are less than those identified in Section 4.18 of the Draft EIR for the proposed Project (i.e., less than significant with regulatory compliance).

Utilities and Service Systems

Water to the Project site would be supplied by the Cucamonga Valley Water District (CVWD) and potential impacts were evaluated in a Water Supply Assessment (WSA). Project wastewater would be collected and treated by the Inland Empire Utilities Agency (IEUA) which operates Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of those facilities, Regional Plants No. 1 and No. 4 serve CVWD. Solid waste disposal services in the City are provided by the commercial vendor Burrtec which offers residential, commercial, and construction waste collection. Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. Southern California Edison (SCE) is the primary electrical services provider to the region while the Southern California Gas Company (SCGC) provides natural gas service to the region and City. Telephone services to the City are provided by Frontier Communications, whilst television and internet services are provided to the City and surrounding areas by Charter Communications. The Project site currently consumes water, electricity, natural gas, and generates wastewater from the offices and warehouses operating on the site. Under the No Project Alternative, the level of utility service would continue at its current level since there would be no new development. Impacts would remain at less than significant levels and no mitigation is required. Impacts would also be less than those of the proposed Project. DEIR Section 4.19, *Utilities and Service Systems*, indicates the Project would increase water and energy consumption and wastewater and solid waste generation, but impacts would be less than significant.

Wildfire

Per Draft EIR Section 4.20, the proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project site has an established need for fire protection services due to its existing buildings and uses. The No Project Alternative would result in no new buildings or occupants on the site so its need for fire protection would remain at its current level. Impacts would be less than significant and no mitigation is required.

**Summary of Impacts – No Project Alternative**

The preceding analysis concludes that the No Project Alternative would have no impacts or less than significant impacts compared to those of the proposed Project due to the fact there would be no new development and only a continuation of uses under this Alternative, and it would result in no significant and unavoidable impacts as shown in Table 5.4-2 below.

**Table 5.4-2**
**No Project Alternative Impacts**

| Environmental Issue | Proposed Project with Mitigation | | No Project Alternative | |
|---|---|---|---|---|
| | Impact | Significance | Impact | Significance |
| Aesthetics | New tall buildings | LTS | No change | NI |
| Agriculture & Forest | No resources | LTS | No resources, No change | NI |
| Air Quality<br>Construction<br>Operation | <br>NOx= 48.6 lbs/day<br>NOx= 183.2 lbs/day | <br>LTS<br>**SU** | <br>None<br>NOx= 48.3 lbs/day | <br>NI<br>LTS |
| Biological Resources | Loss of landscaping and trees for birds | LTS | No ground disturbance | NI |
| Cultural Resources | Low potential for resources | LTS | No ground disturbance | NI |
| Energy<br>Electricity<br>Natural Gas | <br>16.4 GWh/yr<br>420,852 MMBtu/yr | <br>LTS<br>LTS | <br>7.4 GWh/yr<br>5,814 MMBtu/yr | <br>LTS<br>LTS |
| Geology & Soils | New buildings, ground disturbance | LTS | No ground disturbance | NI |
| Greenhouse Gases | 40,965 MMTCO2e/yr | **SU** | 7,467 MMTCO2e/yr | LTS |
| Hazards & Hazardous Materials | Minor remediation required of existing buildings | LTS | No change | LTS |
| Hydrology & Water Quality | Regrade site, new improvements | LTS | No change | LTS |
| Land Use | New tall buildings | LTS | No change | NI |
| Mineral Resources | No resources | NI | No resources | NI |
| Noise | Added buildings, equipment, & traffic | LTS | No change | LTS |
| Population & Housing | 474 total employees | LTS | 185 existing employees | LTS |
| Public Services | Increased fire and sheriff, No schools | LTS | No change | LTS |
| Recreation | Non-residential | LTS | No change | LTS |
| Transportation (VMT) | 3,230 total ADT, TDM required | LTS | Existing 1,115 ADT, No TDM | LTS |
| Tribal Cultural Resources | Tribal consultation with measures | LTS | No ground disturbance | NI |
| Utilities & Service Systems | water = 877.5 AF/yr<br>sewer = 66,242 GPD | LTS | water = 14.5 AF/yr<br>sewer = 25,834 GPD | LTS |
| Wildfire | No high fire zone | NI | No high fire zone | NI |
| Significant Impacts | -- | 2 | -- | 0 |

Sources: Sections 4.1 through 4.20, Draft EIR  Existing refers to beverage warehouse in operation when NOP issued
ADT = Average Daily Traffic  AF/yr = acre-feet per year (1 AF = 326,000 gallons)  GPD = gallons per day
LTS= Less Than Significant Impact
NI = No Impact
**SU** = **Significant and Unavoidable Impact**
TDM = Transportation Demand Management

## 5.5 Alternative 1 – Expand Existing Facility

This alternative would almost double the area of the existing beverage distribution facility to 400,000 square feet for new non-residential uses and provide beverage bottling in addition to and in conjunction with the current distribution facility. It would have no new residential units but would allow the existing beverage warehouse/distribution building to continue operation. This plan would utilize surface parking and the new building would have a maximum height of approximately 35-40 feet. The land not needed for the new building footprint or parking would be landscaped with walkways for employees and possibly public use if such areas were created along the boundaries of the site (i.e., along adjacent roadways). This alternative would also include use/reuse of the existing warehouse on the Phase 2 property. However, this expansion does not include the cogeneration equipment/system. To err on the side of caution, it is assumed this alternative would include a new CVWD groundwater well.

### 5.5.1 Analysis of Alternative 1

The potential impacts associated with Alternative 1 – Expand Existing Facility are described below.

Aesthetics

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres of the site is vacant. The site is relatively flat and part of a broad flat alluvial plain. Surrounding land uses include 1-2 story commercial buildings and 3-4-story office and warehouse buildings with no vacant land adjacent to the site.

As stated in Subchapter 4.1 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered from the intensification of uses on the Project site. However, the planned uses will be similar in appearance and scale to existing uses in the surrounding area. As discussed in 4.1.4, Project aesthetic impacts were determined to be a less than significant with implementation of the proposed Master Plan which was determined to be consistent with the Goals and Policies of the General Plan. While the aesthetic impacts of the Project are unavoidable, they are considered less than significant and no mitigation is required.

Alternative 1 would develop the entire site but with 45% less square footage of new development (400,000 SF compared to 719,000 SF for the Project as shown in Table 5-1), surface parking instead of a parking structure, and lower buildings commensurate with the less intense development proposed under this Alternative. It would also have surface parking and landscaping consistent with the Development Code. Therefore, the aesthetic impacts from Alternative 1 (i.e., views, visual resources, light and glare) would be less than those of the proposed Project which were determined to be less than significant with no mitigation required.

Agriculture and Forest Resources

There are currently 12.1 acres in the center of the site that are vacant but which supported a vineyard in the past. The site is not designated or currently used for agricultural purposes. In addition, the site and surrounding areas are not designated as “important farmland” by the State Department of Conservation. Similarly, the site does not contain any State timberland or any important forest resources.

The proposed Project would develop the entire site with urban uses. Due to the lack of agricultural soils or uses or forestry resources, Subsection 4.2.4 of the DEIR determined the Project would have less than significant impacts on agricultural or forest resources and no mitigation was required.

Similar to the proposed Project, development of Alternative 1 would also cover over the entire site with development but at a lower intensity than planned under the Project. Therefore, the impacts of this Alternative on agricultural and forest resources would be similar to those of the proposed Project (i.e., less than significant and no mitigation required).

Air Quality

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres in the center of the site is vacant (former vineyard). The site and surrounding area are within the South Coast Air Basin which is managed by the South Coast Air Quality Management District (SCAQMD) through its Air Quality Management Plan (2022 AQMP). Although air quality has improved since the latter part of the 20$^{th}$ century, the Basin still experiences poor air quality much of the year when levels of ozone, oxides of nitrogen (NOx), and particulates exceed state and/or federal standards.

Due to its industrial nature and size, Subsection 4.3 of the DEIR demonstrates the Project is expected to exceed SCAQMD daily significance thresholds for volatile organic compounds (VOCs) and Nitrogen Oxides (NOx) by wide margins in the future (see Table 5.4-1 in the Air Quality Section). As a result, the Project would not be consistent with the AQMP and would contribute to significant project and cumulative air quality impacts once it is operational. These significant impacts would occur even with implementation of design features such as having photovoltaic solar panels and an onsite cogeneration facility to generate electricity from waste heat and carbon dioxide ($CO_2$) for beverage carbonation rather than having to bring $CO_2$ to the site. In addition, Subsection 4.3.4 recommends nine (9) mitigation measures (AIR-2A through AIR-2I) to help reduce Project air quality impacts from construction and operation to the greatest extent feasible. However, even with implementation of these design features and mitigation measures, Project air quality impacts will remain significant and unavoidable and will require a statement of overriding considerations to certify the EIR.

Alternative 1 would have less air pollutant impacts during construction compared to the proposed Project due to the lower overall amount of development (i.e., less square footage) but would still develop the entire Project site. Subsection 4.3.4 of the EIR determined that air pollutant impacts of Project construction would be less than daily significance thresholds established by the SCAQMD. The Project construction impacts would be less than significant with implementation of mitigation measures 5.3-1 through 5.3-4 from the General Plan EIR and measures AIR-2A and AIR-2B from this EIR. With implementation of similar mitigation, air pollutant impacts of construction under Alternative 1 would be less than those of the Project and therefore also be less than significant.

Alternative 1 would reduce potential operational air pollutant emissions by approximately 45% as shown in Table 5.5-1 compared to the proposed Project due to the less intense light industrial and office development anticipated under this alternative (400,000 SF compared to 783,741 SF for the Project as shown in Table 5-1). While this Alternative would substantially reduce air pollutant emissions and impacts relative to the Project, it would still not reduce

emissions to less than significant thresholds established by the SCAQMD. Therefore, air quality impacts of Alternative 1 would be substantially less but still significant and unavoidable, similar to the conclusion for air quality impacts of the proposed Project. This conclusion would still apply if the new buildings under Alternative 1 implemented the design features and mitigation measures recommended for the proposed Project. It should also be noted this alternative does not include construction or implementation of a cogeneration facility on the site.

In summary, air quality impacts of Alternative 1 would be reduced for construction and substantially reduced for operation compared to the proposed Project. However, air quality impacts for NOx would still be significant and unavoidable under Alternative 1 even with implementation of Project design features, mitigation measures from the General Plan EIR, and mitigation measures recommended in this EIR.

**Table 5.5-1: Air Quality Impacts - Alternative 1**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[A] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Proposed Project** | | | | | | |
| Phase 1 Emissions[A] | 20.9 | 159.4 | 260.9 | 2.2 | 62.8 | 26.4 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | Yes | No | No | No | No |
| Phase 2 Emissions[A][B] | 100.6 | 984.7 | 468.0 | 2.5 | 69.5 | 33.0 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | No | No | No | No |
| **Alternative 1 – Expand Existing Uses** | | | | | | |
| Operational Emissions[A][C] | 19.7 | 104.0 | 126.0 | 0.9 | 36.1 | 10.7 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | Yes | No | No | No | No |

Source: Phase 1 emissions from DEIR Table 4.3-36 and Phase 2 emissions from DEIR Table 4.3-37

(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.

(B) Phase 1 plus Phase 2A as it has more square feet of development than Phase 2B so it is the larger impact estimate

(C) Approximately 55% (or -45%) of proposed Project emissions

Biological Resources

The vacant land and landscaping and trees onsite support birds, small mammals, and reptiles tolerant of human activity. The site does not support any listed or otherwise sensitive species of plants or animals and also does not contain any drainage features subject to the jurisdiction of any state or federal agencies. Development of the site for the proposed Project will remove existing weedy and landscaped vegetation which will be replaced with extensive new landscaping and trees. Subsection 4.4.4 of the EIR recommends two mitigation measures (BIO-1 and BIO-2) to conduct nesting bird and burrowing owl pre-construction surveys to assure these species are not impacted by Project development. The site contains no riparian or wetland resources so there will be no impacts in that regard. The Project will also comply with the City's "heritage tree" ordinance. With these measures, potential Project impacts to biological resources will be less than significant.

Alternative 1 would develop the entire Project site but at less intensity than under the proposed Project (400,000 SF v. 719,000 SF respectively). However, the Alternative would still remove the same amount of vacant land and existing landscaping and would install new landscaping similar to the proposed Project since replacement landscaping is based on a percent of the site area. Therefore, development of the site under Alternative 1 would result in impacts to biological resources similar to those of the proposed Project (i.e., less than significant) and would implement the same mitigation measures.

Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years and by European settlers and their descendants for hundreds of years. The Project site was surveyed and no significant historical or archaeological resources were found. Due to the extent of disturbance in and around the Project site, the likelihood of finding significant cultural resources is low. However, local Native American tribes consider the entire region sensitive for tribal cultural resources, including human remains.

Development of the proposed Project could result in impacts to cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4 of this EIR recommends three mitigation measures CUL-1 through CUL-3 regarding these resources as well. These measures include coordination with and monitoring of grading by local Native American tribal representatives.

Alternative 1 would develop the entire Project site but at less intensity than under the proposed Project (400,000 SF v. 719,000 SF respectively). However, the Alternative would still develop over the entire site. Therefore, development of the site under Alternative 1 would result in impacts to cultural resources similar to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures.

Energy

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres is vacant. Based on estimates generated in the California Emissions Estimator Model (CalEEMod), existing buildings at the site consume approximately 2,774,307 kWh. Vehicle trips to and from the site are estimated to consume approximately 61,943 kWh, annually, for a total of 2,836,250 kWh consumed by the site's existing uses on an annual basis. Electrical service will be provided to the site by SCE and to the well by RCMU. CalEEMod also estimates existing uses at the site consume approximately 5,814,483 million British Thermal Units (MMBTU) of natural gas on an annual basis. Regarding vehicle fuels, existing uses at the site are estimated to consume approximately 147,214 gallons of gasoline and 452,227 gallons of diesel, annually, associated with the operational of passenger vehicles and trucks.

Subsection 4.6.4 of the EIR estimates that during construction the proposed Project will consume various amounts of electricity, natural gas, and vehicle fuels as shown in Table 5.4-2. During Phase 1 and Phase 2B, Project construction will require approximately 107,320 and 4,523 kWh of electricity, respectively. In total, Project construction will also consume approximately 344,648 gallons of gasoline and 586,896 gallons for Phase 1 and Phase 2B construction activities.

During full operation, the proposed Project would consume approximately 8,507,778 kWh per year of electricity and approximately 520,749 MMBTU of natural gas under Phase 1 operating conditions, and approximately 729,521 MMBTU of natural gas under Phase 2A operating conditions which includes the cogeneration facility which will be online during that phase. Note the Phase 1 plus Phase 2A was selected for analysis since it has more square footage and thus more energy impacts than Phase 1 plus Phase 2B. It is estimated the Project's vehicular fleet and worker commuting will consume approximately 363,178 gallons of gasoline and 2,028,677 gallons of diesel fuel annually. However, it should be noted that Section 3 of the EIR outlined a number of design features related to energy conservation including compliance with the State Title 24 energy conservation regulations in the Green Building Code. In summary, Subsection 4.6 of the EIR concluded energy use/conservation impacts of the Project would be less than significant with project design and regulatory compliance and did not recommend specific mitigation.

Alternative 1 will consume approximately 25% less energy (vehicle and equipment fuels) during construction and 45% less energy (electricity, natural gas, and vehicle fuels) during operation due to the same size of site affected but lower intensity of land uses (400,000 SF v. 783,741 SF of new development uses, respectively) as shown in Table 5.5-2. This Alternative would have surface parking and landscaping consistent with the Development Code. With regulatory compliance, Alternative 1 would have less than significant impacts related to energy use and regulatory compliance and no mitigation is required.

**Table 5.5-2: Energy Use – Alternative 1**

| Site Condition | Electricity (KWh) | Natural Gas (MBTU) | Vehicle Fuels (gal) |
|---|---|---|---|
| **Existing Conditions** | | | |
| Construction | NA | NA | NA |
| Operation (annual) | 2,836,250 | 5,814,483 | 147,214 gasoline<br>452,227 diesel |
| **Proposed Project** | | | |
| Construction | 111,543 | NA | 344,896 gasoline<br>586,896 diesel |
| Operation (annual) | 8,507,778 | 729,521M | 363,178 gasoline<br>2,028,677 diesel |
| **Alternative 1** | | | |
| Construction(A) | 83,657 | NA | 258,672 gasoline<br>440,172 diesel |
| Operation (annual)(B) | 4,679,278 | 401,237M | 199,748 gasoline<br>1,115,772 diesel |

Sources: EIR Subsection 4.6.4, Energy Impacts and Mitigation M = Million NA = Not Applicable
(A) Assumes 25% reduction from proposed Project due to smaller amount of site developed under Alternative 1
(B) Assumes 55% (-45%) compared to proposed Project energy use

Geology, Soils, and Paleontology

The Project site is in the west San Bernardino Valley within the Peninsular Ranges geomorphic province of California. The area contains many regional and local faults including the Red Hill, Cucamonga, San Jacinto, and San Andreas and is subject to moderate to strong seismic shaking. However, there are no active (Alquist-Priolo) fault zones on or in the immediate vicinity of the Project site. A geotechnical constraints study was prepared for the site. The site has a low potential for liquefaction, substantial soil erosion, soil hazards and constraints, or landslides. In

addition, the site has a low potential for yielding paleontological resources although fossils have been found in older Pleistocene formations which may be present at depths below five feet beneath the Project site. New development in the City is required to comply with the California Green Building Code (GBC) in relation to geotechnical and soil constraints as well as grading requirements.

Subsection 4.7.4 of the EIR indicates that potential risks to the proposed Project relative to earthquake faults, seismic shaking, liquefaction, soil erosion, soil constraints, slope failure, and landslides are considered low. With regulatory compliance and implementation of the recommendations in the Project geotechnical report, potential impacts will be less than significant and no mitigation is required. In addition, Subsection 4.7.4 also determined that the potential for disturbing paleontological resources was relatively low but did recommend mitigation measure GEO-1 (paleontological monitoring) to assure any impacts to unanticipated paleontological materials would be less than significant.

Alternative 1 would fully develop the site similar to the proposed Project just not to the same level of land use intensity (400,000 SF v. 783,741 SF of new development uses). It would also have surface parking and landscaping consistent with the Development Code. This Alternative would introduce fewer employees or visitors to the site (approximately half that of the Project) so potential risks to humans from geotechnical and soil constraints would be less for this Alternative compared to the Project. Since Project impacts would be less than significant, impacts of Alternative 1 in this regard would also be less than significant, including for paleontological resources. Relative to geotechnical and soil constraints, no mitigation is required by this Alternative. Similar to the proposed Project, development under this Alternative would also have to comply with established regulations and the recommendations in the Project geotechnical report. In addition, this Alternative would also have to implement mitigation measure GEO-1 relative to paleontological resources, similar to the proposed Project. With mitigation, potential impacts in this regard will remain at less than significant levels.

Greenhouse Gas Emissions

Various types of greenhouse gases (GHGs) are generated by human activities including the burning of fossil fuels for generating electricity, heating and industrial processes, and burning fuels in personal and work vehicles. These GHGs are measured in Metric Tons of Equivalents to Carbon Dioxide ($MTCO_2e$) because they affect atmospheric warming to different degrees compared to the standard reference gas $CO_2$. The Air Quality Study for the Project indicates that the existing office and warehousing uses on the site currently generate a total of 6,768 MTCO2e which by themselves do not exceed the “interim” significance threshold of 10,000 MTCO2e for industrial projects currently established by the South Coast Air Quality Management District (SCAQMD). However, the proposed Project will substantially increase onsite GHG emissions from operation of the expanded land uses (see below).

Per the City’s Climate Action Plan (CAP), the Project consulted the City’s checklist for project designs to minimize GHG emissions. The Project was not be fully consistent with the CAP checklist so detailed GHG emission calculations were prepared per the CAP.

Subsection 4.8.4 of the EIR indicates that construction of the Project would generate short-term GHGs that do not exceed the SCAQMD threshold for either Phase 1 or Phase 2 (see Table 5.5-3). However, long-term operation of the Project would generate GHGs that far exceed the SCAQMD annual thresholds during both Phase 1 and Phase 2 (see Table 5.5-4). Therefore, the

EIR recommended a number of mitigation measures that will help reduce GHG operational emissions but not to less than significant levels (GHG-1A through GHG-1I). These measures include zero or near-zero emission vehicles and trucks, onsite electrical vehicle charging, a VMT/TDM Reduction Plan, increased use of onsite solar electric panels, use of all electric industrial equipment, participation in the SCAQMD Cap and Trade program, and purchase of offsite GHG credits if necessary. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. It should be noted the Project GHG emissions are significant even when subtracting the existing GHG emissions from current development operating on the site (see Tables 5.5-3 and 5.5-4). This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this regulatory impact would also be significant.

Alternative 1 would lower GHG emissions during construction to 7,793 MTCO2e which is less than the SCAQMD significance threshold of 10,000 MTCO2e (see Table 5.5-3). This reduction results from the reduction in new development under Alternative 1 (400,000 SF) compared to the proposed Project (783,741 SF max. under Phase 1 and 2A).

Alternative 1 would also substantially lower GHG emissions during operation compared to the proposed Project due to reduction in operational square footage similar to that identified for construction (approximately 25%). With the smaller operating facility, the combined amortized construction and operational GHG emissions would be reduced to 15,295 MTCO2e per year but not to a less than significant level based on the SCAQMD interim significance threshold of 10,000 $MTCO_2e$, as in Table 5.5-4. That conclusion includes subtracting GHG emissions from existing onsite land use activities and implementation of the various mitigation measures recommended for the proposed Project. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this regulatory impact would also be significant

**Table 5.5-3: Project Construction GHG Emissions – Alternative 1**

| Construction Source | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Phase 1** | | | | | |
| Total Emissions | 8,618.0 | 0.5 | 0.6 | 8.4 | 8,815.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Phase 2B (new construction)** | | | | | |
| Total Emissions | 1,543.2 | 0.1 | 0.1 | 1.3 | 1,575.6 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Alternative 1 Construction** | | | | | |
| Total Emissions(A) | 7,785.7 | 0.4 | 0.4 | 6.5 | 7,793.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |

Source: Table 4.8-4 for Phase 1 and 2B construction values

(A) Assumes 25% reduction of construction with only 1 phase using CalEEMod

**Table 5.5-4: Project Operation GHG Emissions – Alternative 1**

| Operational Source[1] | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Project (Phase 1 + 2B total with new construction and cogen)** | | | | | |
| Total Emissions | 43,840.0 | 15.7 | 2.6 | 30.0 | 44,082.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |
| **Alternative 1 Operation[2]** | | | | | |
| Total Emissions | 15,261.4 | 11.5 | 1.9 | 22.1 | 15,295.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |
| Source: Table 4.8-7 for Phase 1 and Table 4.8-9 for Phase 2B operational values | | | | | |

1 Net emissions which Include subtracting emissions from operation of existing onsite land uses and implementation of recommended mitigation measures including applicable cap and trade covered emissions
2 Assumes approximately 55% (-45%) of total operational emissions from the proposed Project (Phase 1 and 2A) but assumes 1 phase for Alternative 1 based on a CalEEMod run for all 3 Alternatives

Hazards and Hazardous Materials

Several environmental site assessments have been prepared over the years which did not identify any areas of contamination on or adjacent to the site. The nearest educational facility to the Project site is the Good Steward Day Care and Preschool just east of the site across Utica Avenue just north of 4th Street.

Subsection 4.8.4 of the EIR indicates that construction of the Project has the potential to generate hazardous materials onsite over the short-term. There may be unanticipated buried materials onsite from construction or operation of past and present onsite uses (i.e., orchard, vineyard, farmhouse, and existing beverage distribution facility). The EIR recommended mitigation measure HAZ-1 to identify and properly remediate any unanticipated hazardous materials that are found during grading. In addition, existing buildings may have asbestos-containing materials (ACMs) and/or lead-based paint (LBP) so mitigation measures HAZ-2 and HAZ-3 specify surveys to identify and if found remediate these materials prior to developing the Project.

For industrial operation, the proposed Project is required to be consistent with the City's Local Hazards Mitigation Plan (LHMP) and prepare a Hazardous Materials Business Plan (HMBP) that will address all the hazardous and potentially hazardous materials that are transported to, stored, used, or disposed of from the Project site. The HMBP must identify all chemicals and potentially hazardous materials that will be stored or used on the site. Subsection 4.8.4 determined the Project would not have any impacts on nearby educational facilities and was not on any governmental list of sites with issues involving hazardous materials. Any impacts are less than significant and no mitigation is required.

The Project site is located on the east side of Haven Avenue and north of 4th Street which would provide adequate local and regional emergency access via both the I-10 to the south and the I-15 to the east. Project impacts on emergency access are less than significant and do not require any mitigation.

The Project site is located within the Airport Influence Area (AIA) of the Ontario International Airport (OIA) and 1.95 miles north of the airport itself. To assure the new buildings of the Project do not interfere with OIA operations, mitigation measure HAZ-4 was recommended to restrict any Project lighting that might conflict with airport operations.

Similar to the proposed Project, Alternative 1 would develop the entire site but with less intensive development compared to the Project (400,000 SF v. 783,741 SF, respectively). It is possible unanticipated hazardous materials may be found during grading so mitigation measure HAZ-1 would be required. However, the existing beverage distribution facility would not be demolished under this Alternative so mitigation measures HAZ-2 and HAZ-3 regarding ACMs and LBP would not be required. The site would still be within the AIA of OIA so development under Alternative 1 would require implementation of mitigation measure HAZ-4. In summary, with implementation of the identified mitigation measures and regulatory compliance, development of the site under Alternative 1 would have less than significant impacts related to hazards and hazardous materials, similar to the proposed Project.

Hydrology and Water Quality

The site is part of a large flat alluvial fan that occupies most of the western San Bernardino Valley. Runoff generally flows south away from the San Gabriel Mountains and toward the Santa Ana River to the south. The Project site is within the Santa Ana River watershed and runoff either percolates into the ground or eventually reaches the Pacific Ocean. The Project site is not located within a 100-year flood zone mapped by the Federal Emergency Management Agency (FEMA). The Project site is also not located in or proximate to any open water bodies or reservoirs or within an identified dam inundation zone. The City is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. Groundwater levels and quality have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site. Recent groundwater elevations were found to be between 650 feet and 700 feet below ground surface.

Subsection 4.10.4 of the EIR indicates a detailed hydrology study and water quality management plan (WQMP) were prepared for the Project and its site. The WQMP identifies seven drainage management areas and proposes four water quality/detention basins for the Project site to prevent increases in downstream runoff that could impact offsite properties and to protect onsite and offsite water quality. Subsection 4.10.4 concluded that compliance with the hydrology study and WQMP would result in less than significant drainage and water quality impacts such that no mitigation was required. A Water Supply Assessment was also prepared that determined the Project would have sufficient short- and long-term water supplies with construction and operation of a new groundwater well in cooperation with the Cucamonga Valley Water District (CVWD). The EIR determined the well was only planned to serve the Project and not CVWD's larger groundwater supply network. The EIR further determined the Project would have less than significant impacts related to hydrology and water quality with implementation of the Project as proposed, including the new water well, and regulatory compliance (i.e., no mitigation required).

Alternative 1 proposes to develop the entire site but with less intense development compared to the proposed Project (400,000 SF v. 783,741 SF, respectively). It is unknown at this time if this alternative would expand water demand from the existing beverage distribution facility to the

point of needing a new water well compared to the Project. Since the EIR determined the Project would have less than significant impacts on groundwater, it is reasonable to conclude a less intense alternative would also have less than significant impacts in this regard. Similarly, Alternative 1 may require a different number, size, or location of detention/water quality basins, but it is reasonable to conclude such improvements would not result in significant hydrological or water quality impacts compared to the Project. Therefore, with a design similar to that of the Project, Alternative 1 would have less than significant impacts on hydrology and water quality with compliance with regulations and a water quality management plan.

Land Use and Planning

The Project site is currently partially developed with warehouses and offices on 17.94 acres and 12.1 acres of vacant land. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. At present, the Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include light industrial, warehousing, commercial, vacant land, medical offices, hospitality uses, and professional offices.

There are no residences either on or adjacent to the Project site, so the proposed Project would not divide any existing neighborhood.

The proposed Project has a Master Plan and will not require a general plan amendment or a change of zone. The Project proposes a total of 1,054,541 square feet of new and expanded buildings with Phase 2 – Option A (reuse the existing building) or a total of 1,032,416 square feet of new and expanded buildings with Phase 2 – Option B (new building). The site has good vehicular access via the four surrounding improved streets and pedestrian access via sidewalks on surrounding roadways. The Master Plan identifies differences between the specific requirements of the proposed development and the ME-2 zoning and demonstrates the Master Plan achieves the overall goals for the onsite land use designation while allowing for the substantial expansion of the beverage distribution warehouse to include bottling. Subsection 4.11.4 of the EIR demonstrates the Project will be consistent with the General Plan and zoning as well as with surrounding land uses. Impacts were determined to be less than significant and no mitigation was required.

Alternative 1 proposes to develop the entire site but with less intense development compared to the proposed Project (400,000 SF v. 783,741 SF, respectively). This alternative is an expansion of the existing beverage distribution warehouse to allow for beverage bottling but on a smaller scale than under the proposed Project. It would not require a Master Plan as its development characteristics would be consistent with the City Development Code. It would also be designed to be consistent with the General Plan requirements for the 21$^{st}$ Century Employment District to the extent possible given its smaller size. It would have surface parking and landscaping consistent with the Development Code. Therefore, Alternative 1 would have reduced land use and planning impacts relative to the proposed Project, but still less than significant, and would not require mitigation.

Mineral Resources

The Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development.

Subsection 4.12.4 in the EIR concluded that since the Project area and immediate surrounding area did not contain any significant mineral resources, the proposed Project has no potential to cause any impact to mineral resources or values in the County.

Alternative 1 would develop the entire site but at a lower development intensity than the proposed Project. Since the same site would be impacted, Alternative 1 would also have no potential to cause impacts to mineral resources.

Noise

The Project area and surrounding region are relatively urbanized and support residential, commercial, industrial, and other related land uses. These uses, along with major roads, freeways, railroad lines, and aircraft from the nearby Ontario International Airport, generate noise levels in the Project area commensurate with long-established urban communities.

Subsection 4.13.4 of the EIR determined the proposed Project would have less than significant noise impacts on surrounding land uses with implementation of several mitigation measures, including NOI-1 (limits on construction) and NOI-2 (noise verification study). Therefore, the EIR concluded Project construction and operation will not result in exposure of persons to or generation of noise or vibration levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance.

Alternative 1 would allow for development of the entire site but at approximately 45 percent of the intensity of the proposed Project (400,000 SF v. 783,741 SF, respectively). This less intense development would generate substantially less noise in terms of onsite stationary uses (air conditioning, industrial equipment exhaust, etc.), onsite vehicular movement and parking, and offsite vehicular movement along surrounding roadways. It is also not known at this time if this alternative would require construction and operation of a new groundwater well which could generate noise from pump operation. This alternative would also utilize surface parking rather than constructing a new multi-story parking structure onsite. However, noise impacts of the proposed Project were determined to be less than significant, so a development with only half as much square footage would be expected to generate considerably less noise and vibration that would also be less than significant and less than but similar to that of the proposed Project. This assumes Alternative 1 would implement mitigation similar to that identified for the proposed Project.

Population, Housing, and Employment

The Project area is part of the western San Bernardino Valley which contains a number of cities including Rancho Cucamonga that support a balance of residential land uses with housing and population and non-residential land uses that generate employment, The site currently contains a beverage distribution warehouse, another warehouse, and two offices on 17.94 acres with 12.1 vacant acres in the center of the site.

The proposed Project would operate similar to the existing facility but with a total of 484 employees at its maximum peak operational capacity (3 shifts per day, 6 days per week). Therefore, at full operation the Project would result in a total need for 289 workers but no new housing or population onsite. Subsection 4.14.4 of the EIR determined the Project would have less than significant impacts on local or regional population, housing, or employment impacts

(the Project would actually provide a new source of employment for the City). No mitigation would be required for this impact.

Alternative 1 would introduce approximately 400,000 square feet of industrial use to the site, effectively doubling the size of the existing beverage distribution warehouse, compared to 783,741 additional square feet of new uses under the proposed Project. This alternative would therefore be expected to generate about half the amount of new employment compared to the Project. This alternative would have less impact (i.e., less additional employment) in relation to the proposed Project, but no direct population or housing impacts equivalent to impacts of the proposed Project. No mitigation would be required for this alternative.

Public Services

The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection services to the City and Fire Station 174 is the closest at 1.8 miles northeast of the site. The City contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services and their new Public Safety Facility is located at 8870 San Bernardino Road 2.5 miles northwest from the Project site. The Project site is within the Cucamonga School District (CSD), Chaffey Joint High School District (CJHSD), and next to the Ontario-Montclair School District (OMSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard, is the nearest school to the project site, located approximately one mile northwest of the project site. The City's Community Services Department operates local park and recreational facilities and the closest City park is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site.

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. In addition, the RCFPD is supported by the San Bernardino County Fire Department as the designated Certified Unified Program Agency (CUPA) for hazardous materials issues within the County. This allows the SBCFD and RCFD to quickly identify risks to the public and respond quickly and appropriately to fires, spills and accidents involving hazardous materials at local industrial facilities. The Project will also pay a City Development Impact Fee (DIF) for local fire services. With regulatory compliance, the Project will have less than significant impacts on fire protective services.

The SBCSD provides police service to the Project area which will incrementally increase with the addition of new Project buildings and activities. The Project is non-residential in nature so it will not generate substantial housing or population and thus not have significant impacts relative to police, school, parks, or other public facilities or services (e.g., library, health care). In summary, Subsection 4.15.4 of the EIR concluded that the Project would have less than significant impacts on public services and no mitigation was required.

Alternative 1 would have similar public service needs compared to the proposed Project. However, the reduced square footage would incrementally reduce the potential need for services in the future relative to the Project. Development of the site under this alternative would have onsite fire protection improvements and operations similar to those of the Project but on a smaller scale due to its reduced square footage compared to the Project. This alternative would also have to coordinate with the County regarding hazardous materials similar to the proposed

Project. Also similar to the proposed Project, Alternative 1 would have no substantial direct impacts on police, school, parks, or other public services. In addition, any indirect impacts would be reduced compared to the Project due to the smaller amount of development proposed under this alternative (400,000 SF v. 783,741 SF for the Project). Similar to the Project, Alternative 1 would have less than significant impacts on public services with DIF and regulatory compliance, and no mitigation would be required.

Recreation

This alternative would construct and operate non-residential uses on the site similar but approximately 45% less intense than those of the Project. This alternative would not generate new housing or residents (population) so its impact on recreation facilities and programs would be less than significant, similar to that of the proposed Project.

Transportation

The Project area is served by existing arterial and collector roads that have been built to their full widths including improvements for pedestrians and bicyclists (sidewalks and bike lanes) as planned by the City. Primary access to the surrounding area, both local and regional, is provided by Haven Avenue (north-south) with more local access via 6th Street and 7th Street (east-west). Haven Avenue also provides more regional access to the I-10 Freeway 1.2 miles to the south (with direct ramps) and to the I-15 Freeway 1.5 miles east of the project site via connections to Foothill Boulevard 1.3 miles to the north and Fourth Street 0.5 mile to the south. Existing land uses on the Project site currently generate 1,115 total vehicle trips (passenger cars and trucks) and a passenger car equivalent (PCE or the increase in actual traffic impacts due to trucks being longer than passenger cars) of 1,681 trips. Vehicular trips generated by existing land uses on the Project site are shown in Table 5.5-5.

**Table 5.5-5: Trip Generation – Alternative 1**

| Vehicle Type | Peak Hour | | Average Daily Trips(A) | |
|---|---|---|---|---|
| | AM | PM | Number | Increase |
| **Existing Conditions** | | | | |
| Total Vehicles(B) | 86 | 59 | 1,115 | -- |
| Total PCE(C) | 117 | 79 | 1,681 | -- |
| **Proposed Project (net)**(B) | | | | |
| Total Vehicles(C) | 142 | 70 | 2,115 | +89.7% |
| Total PCE(D) | 282 | 167 | 4,399 | +161.7% |
| **Alternative 1 – Expand Existing Use(E)** | | | | |
| Total Vehicles(C) | 116 | 57 | 1,725 | +63.3% |
| Total PCE(D) | 224 | 131 | 3536 | +110.4% |

Source: DEIR Tables 4.17-1 and 4.17-2, Fehr and Peers 2024

(E) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips only occur 5 days out of the week (Monday through Friday) for the DC and 7th Street Warehouse. Percent is compared to Existing Conditions.
(F) Represents "net" trips which are gross Project or Alternative trips minus existing trips
(G) Cars and Trucks – Note: totals may not equal due to rounding.
(H) PCE represents the number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow.
(I) Represents approximately 75% (-25%) of trips from proposed Project

The Project traffic study estimated the proposed Project would generate a total of 3,230 passenger vehicle trips and 5,681 truck trips (F&P 2024). However, the study estimated the Project would generate a net of 2,115 total vehicle trips and 4,399 PCE trips when existing trips are subtracted from the total Project trips (see Table 5.5-5). The Project would generate more than double the passenger vehicles generated by existing uses on the site, but almost three times the number of trucks over existing uses. Since the vehicular and non-vehicular circulation networks around the Project site are largely completed, the Project would pay established DIF fees and comply with the City's requirements for any circulation-related improvements on site adjacent roads. Subsection 4.17.4 of the EIR concluded the Project would have less than significant traffic impacts with regulatory compliance and no mitigation was recommended other than for vehicle miles traveled (VMT) as shown below.

CEQA requires that traffic impacts are no longer calculated based on roadway or intersection congestion (referred to as Level of Service or LOS) but rather based on vehicle miles traveled or VMT. Table 5.5-6 compares the VMT impacts of Alternative 1 to those of the proposed Project. To assure that VMT impacts of the Project would be less than significant, the EIR recommended implementation of mitigation measure TRA-1 which involves developing and implementing a VMT/transportation demand management (TDM) Reduction Plan.

**Table 5.5-6: VMT Impacts – Alternative 1**

| Scenario | Link-Level VMT | Employees | Link-Level VMT/EMP | Above/Below Threshold (%) | Project Effect on VMT Impact? |
|---|---|---|---|---|---|
| **Proposed Project** | | | | | |
| Cumulative Without Project (2040) | 5,081,622 | 27,692 | 183.5 | -1.8% | No |
| Cumulative With Project (2040) | 5,083,076 | 28,211 | 180.2 | | |
| **Alternative 1** | | | | | |
| Cumulative Without Alternative (2040) | 5,081,622 | 27,692 | 183.5 | -1.0% | No |
| Cumulative With Alternative (2040) | 5,082,711 | 28,022 | 181.4 | | |

Source: EIR Table 4.17-5d, Project Impacts on VMT. Table 2, Ganddini 2024, San Bernardino Transportation Analysis Model

Alternative 1 would introduce approximately 400,000 square feet of industrial use to the site, effectively doubling the size of the existing beverage distribution warehouse, but less than the 783,741 additional square feet of new uses under the proposed Project, Table 5.5-5 calculates this alternative would generate approximately 63% more passenger vehicle traffic than the existing uses on the site, but would also generate 110% more truck traffic as Alternative 1 would allow actual onsite production of beverages, similar to but at a much lower rate than with the proposed Project. This Alternative would make any necessary vehicular and non-vehicular improvements to the site adjacent roadways and would also pay the appropriate DIF fee based on the new square footage. Under this alternative, VMT would be reduced but would still implement VMT/TDM Reduction Plan under TRA-1. With DIF and necessary circulation improvements adjacent to the site, Alternative 1 would have less than significant VMT-related impacts, similar to the impacts estimated for the proposed Project, and implementation of mitigation measure TRA-1.

Tribal Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years. The Project site was surveyed and no significant archaeological resources were found, however, local tribal representatives consider the entire basin sensitive for tribal resources, including human remains.

Development of the proposed Project could result in impacts to tribal cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4.b of this EIR recommends three mitigation measures (CUL-1 through CUL-3) that focus on tribal cultural resources (selecting a project archaeologist, coordination with local tribal representatives, procedures if unanticipated resources are found, and procedures to follow if human remains are found). In addition, Subsection 4.18.4.a-b, Tribal Cultural Resources, recommends Mitigation Measures TCR-1 through TCR-4 with similar requirements as CUL-1 through CUL-3. With these measures, Subsection 4.18.4 of the EIR determined that impacts to tribal cultural resources would be less than significant with the recommended mitigation and regulatory compliance.

Alternative 1 would develop the entire Project site but at less intensity than under the proposed Project (400,000 SF versus. 783,741 SF respectively). However, the Alternative would still develop over the entire site, so development of the site under Alternative 1 would result in impacts to tribal cultural resources equivalent to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures as recommended for cultural and tribal resources in Subsections 4.5.4 and 4.18.4 of the EIR.

Utilities and Service Systems

Water to the Project site would be supplied by the Cucamonga Valley Water District (CVWD) and potential impacts were evaluated in a Water Supply Assessment (WSA). Project wastewater would be collected and treated by the Inland Empire Utilities Agency (IEUA) which operates Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of those facilities, Regional Plants No. 1 and No. 4 serve CVWD. Solid waste disposal services in the City are provided by the commercial vendor Burrtec which offers residential, commercial, and construction waste collection. Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. Southern California Edison (SCE) is the primary electrical services provider to the region while the Southern California Gas Company (SCGC) provides natural gas service to the region and City. Telephone services to the City are provided by Frontier Communications, whilst television and internet services are provided to the City and surrounding areas by Charter Communications.

The proposed Project would be served by the above-listed utility providers with connections to existing services (e.g., water lines, sewer lines) in or along the surrounding streets. The Project will also install a new groundwater well in coordination with CVWD to provide potable water only to the Project site. RTPs No. 1 and No. 4 both have excess capacity and since the Project is not residential in nature, it is not expected to generate substantial amounts of wastewater. Subsection 4.19.4 of the EIR determined that Project impacts to utility and service providers

would be less than significant with regulatory compliance and utility improvements and connections shown on the Project plans.

Alternative 1 would develop the entire Project site but at less intensity than under the proposed Project (400,000 SF versus. 783,741 SF respectively). Therefore, this alternative would result in approximately half as much development as proposed under the Project. This alternative would consume substantially less water and energy supplies and generate substantially less wastewater and solid waste compared to the proposed Project. Since Alternative 1 is considerably less intense than the Project, its impacts to utilities and service systems will also be less than significant and no mitigation recommended, similar to that of the proposed Project.

Wildfire

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. The Project would not introduce any improvements to the site that would exacerbate potential impacts of a major fire including water or air pollution resulting from a regional wildfire. Subsection 4.20.4 of the EIR concluded the Project would have less than significant impacts related to wildfire conditions and did not recommend any mitigation.

Alternative 1 would develop the entire site but at less intensity than under the proposed Project (400,000 SF v. 783,741 SF respectively). Therefore, this alternative would result in approximately half as much development and new employees as under the proposed Project. Since Alternative 1 is considerably less intense than the Project, any impacts related to wildfires would be less than those of the Project, so they would also be less than significant and no mitigation recommended.

**Summary of Impacts - Alternative 1**

The preceding analysis concludes that Alternative 1 – Expand Existing Facility, would have the following less than significant impacts that are equivalent to those of the proposed Project due to the fact the entire site will be disturbed:

- Agriculture and Forest Resources
- Biological Resources
- Cultural Resources
- Geology, Soils, and Paleontological Resources
- Mineral Resources
- Tribal Cultural Resources

The preceding analysis concludes that Alternative 1 would have the following reduced and less than significant impacts relative to those of the proposed Project since it involves less intense development:

- Aesthetics
- Air Quality (health risks, odors)
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Population, Housing, and Employment
- Noise and Vibration
- Public Services
- Recreation
- Utilities and Service Systems
- Transportation
- Wildfire

The preceding analysis concludes that Alternative 1 would have the following impacts that are less than those of the proposed Project but are still significant and unavoidable even with implementation of all recommended feasible mitigation measures:

- Air Quality (AQMP Consistency, project and cumulative NOx emissions)
- Greenhouse Gas Emissions

## 5.6 Alternative 2 – Reduced Intensity (-30% Project)

This alternative would develop approximately 30% less new building area compared to the proposed Project (783,741 SF) or about 540,000 square feet of light industrial (non-residential use). This plan would have no residential units and require demolition of the existing beverage distribution facility. This plan would eliminate the proposed parking structure and use the remaining non-built area of the site for surface parking. This plan would have landscaping and outdoor use areas for employees consistent with the City General Plan and Development Code requirements. To err on the side of caution, it is assumed this alternative would include a new CVWD groundwater well.

### 5.6.1 Analysis of Alternative 2

The potential impacts associated with Alternative 2 – Reduced Intensity (-30% Project) are described below.

Aesthetics

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres of the site is vacant (former vineyard). The site is relatively flat and part of a broad flat alluvial plain. Surrounding land uses include 1-2 story commercial buildings and 3-4-story office and warehouse buildings with no vacant land adjacent to the site.

As stated in Subchapter 4.1 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered from the intensification of uses on the Project site. However, the planned uses will be similar in appearance and scale to existing uses in the surrounding area. As discussed in 4.1.4, Project aesthetic impacts were determined to be a less than significant with implementation of the proposed Master Plan which was determined to be consistent with the Goals and Policies of the General Plan. While the aesthetic impacts of the Project are unavoidable, they are considered less than significant and no mitigation is required.

Alternative 2 would develop the entire site but with 30% less square footage of new development (540,000 SF compared to 783,741 SF for the Project as shown in Table 5-1), surface parking instead of a parking structure, and lower buildings commensurate with the less intense development proposed under this Alternative. Its surface parking and landscaping would be consistent with the Development Code. Therefore, the aesthetic impacts from Alternative 2 (i.e., views, visual resources, light and glare) would be slightly less than those of the proposed Project which were determined to be less than significant with no mitigation required.

Agriculture and Forest Resources

There are currently 12.1 acres in the center of the site that are vacant but which supported a vineyard in the past. The site is not designated or currently used for agricultural purposes. In addition, the site and surrounding areas are not designated as “important farmland” by the State Department of Conservation. Similarly, the site does not contain any State timberland or any important forest resources.

The proposed Project would develop the entire site with urban uses. Due to the lack of agricultural soils or uses or forestry resources, Subsection 4.2.4 of the DEIR determined the

Project would have less than significant impacts on agricultural or forest resources and no mitigation was required.

Similar to the proposed Project, development of Alternative 2 would also cover over the entire site but with development at a 30% lower intensity of building square footage than planned under the Project. Therefore, the impacts of this Alternative on agricultural and forest resources would be similar to those of the proposed Project (i.e., less than significant and no mitigation required).

Air Quality

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres in the center of the site is vacant (former vineyard). The site and surrounding area are within the South Coast Air Basin which is managed by the South Coast Air Quality Management District (SCAQMD) through its Air Quality Management Plan (2022 AQMP). Although air quality has improved since the latter part of the 20$^{th}$ century, the Basin still experiences poor air quality much of the year when levels of ozone, oxides of nitrogen (NOx), and particulates exceed state and/or federal standards.

Due to its industrial nature and size, Subsection 4.3 of the DEIR demonstrates the Project is expected to exceed SCAQMD daily significance thresholds for volatile organic compounds (VOCs) and NOx by wide margins in the future (see Table 5.6-1). As a result, the Project would not be consistent with the AQMP and would contribute to significant project and cumulative air quality impacts once it is operational. These significant impacts would occur even with implementation of design features such as having photovoltaic solar panels and an onsite cogeneration facility to generate electricity from waste heat and carbon dioxide ($CO_2$) for beverage carbonation rather than having to bring $CO_2$ to the site. In addition, Subsection 4.3.4 recommends nine (9) mitigation measures (AIR-2A through AIR-2I) to help reduce Project air quality impacts from construction and operation to the greatest extent feasible. However, even with implementation of these design features and mitigation measures, Project air quality impacts will remain significant and unavoidable and will require a statement of overriding considerations to certify the EIR.

Alternative 2 would have less air pollutant impacts during construction compared to the proposed Project due to the lower overall amount of development (i.e., less square footage) but would still develop the entire Project site. Subsection 4.3.4 of the EIR determined that air pollutant impacts of Project construction would be less than daily significance thresholds established by the SCAQMD. The Project construction impacts would be less than significant with implementation of mitigation measures 5.3-1 through 5.3-4 from the General Plan EIR and measures AIR-2A and AIR-2B from this EIR. With implementation of similar mitigation, air pollutant impacts of construction under Alternative 2 would be less than those of the Project and therefore also be less than significant.

Alternative 2 would reduce potential operational air pollutant emissions by 30% or more as shown in Table 5.6-1 compared to the proposed Project due to the less intense light industrial and office development anticipated under this alternative (540,000 SF compared to 783,741 SF for the Project as shown in Table 5-1). A separate CalEEMod computer run was made for this alternative. While this Alternative would reduce air pollutant emissions and impacts relative to the Project, it would still not reduce emissions to less than significant thresholds established by the SCAQMD. Therefore, air quality impacts of Alternative 2 would be significant and

unavoidable, similar to the conclusion for air quality impacts of the proposed Project. This conclusion would still apply even if the new buildings under Alternative 2 implemented the design features (including cogeneration) and mitigation measures recommended for the proposed Project.

In summary, air quality impacts of Alternative 2 for construction would be less than those of the Project since the same amount of land would be developed but with less intense development than the Project. However, operational air quality impacts for NOx would still be significant and unavoidable under Alternative 2 even with implementation of Project design features, mitigation measures from the General Plan EIR, and mitigation measures recommended in this EIR.

**Table 5.6-1: Air Quality Impacts - Alternative 2**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)] | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_2$ | $PM_{10}$ | $PM_{2.5}$ |
| **Proposed Project (Net)** | | | | | | |
| Phase 1 Emissions[(A)] | 20.9 | 159.4 | 260.9 | 2.2 | 62.8 | 26.4 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | Yes | No | No | No | No |
| Phase 2 Emissions[(A)(B)] | 100.6 | 984.7 | 468.0 | 2.5 | 69.5 | 33.0 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | No | No | No | No |
| **Alternative 2 – Reduced Intensity** | | | | | | |
| Operational Emissions[(A)(C)] | 34.1 | 148.9 | 190.9 | 1.8 | 59.5 | 23.7 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | Yes | No | No | No | No |

Source: Phase 1 emissions from DEIR Table 4.3-36 and Phase 2 emissions from DEIR Table 4.3-37

(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.

(B) Phase 1 plus Phase 2A as it has more square feet of development than Phase 2B so it is the larger impact estimate

(C) Approximately 75% (or -25%) of proposed Project emissions using a CalEEMod printout for this specific Alternative

Biological Resources

The vacant land and landscaping and trees onsite support birds, small mammals, and reptiles tolerant of human activity. The site does not support any listed or otherwise sensitive species of plants or animals and also does not contain any drainage features subject to the jurisdiction of any state or federal agencies. Development of the site for the proposed Project will remove existing weedy and landscaped vegetation which will be replaced with extensive new landscaping and trees. Subsection 4.4.4 of the EIR recommends two mitigation measures (BIO-1 and BIO-2) to conduct nesting bird and burrowing owl pre-construction surveys to assure these species are not impacted by Project development. The site contains no riparian or wetland resources so there will be no impacts in that regard. The site contains no riparian or wetland resources so there will be no impacts in that regard. The Project will also comply with the City's "heritage tree" ordinance. With these measures, potential Project impacts to biological resources will be less than significant.

Alternative 2 would develop the entire Project site but at less intensity than under the proposed Project (540,000 SF v. 783,741 SF respectively), However, the Alternative would still remove

the same amount of vacant land and existing landscaping and would install new landscaping similar to the proposed Project since replacement landscaping is based on a percent of the site area. Therefore, development of the site under Alternative 2 would result in impacts to biological resources similar to those of the proposed Project (i.e., less than significant) and would implement the same mitigation measures.

Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years and by European settlers and their descendants for hundreds of years. The Project site was surveyed and no significant historical or archaeological resources were found. Due to the extent of disturbance in and around the Project site, the likelihood of finding significant cultural resources is low. However, local Native American tribes consider the entire region sensitive for tribal cultural resources, including human remains.

Development of the proposed Project could result in impacts to cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4 of this EIR recommends three mitigation measures CUL-1 through CUL-3 regarding these resources as well. These measures include coordination with and monitoring of grading by local Native American tribal representatives.

Alternative 2 would develop the entire Project site but at less intensity than under the proposed Project (540,000 SF v. 783,741 SF respectively), However, the Alternative would still develop over the entire site. Therefore, development of the site under Alternative 2 would result in impacts to cultural resources similar to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures.

Energy

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres is vacant. Based on estimates generated in the California Emissions Estimator Model (CalEEMod), existing buildings at the site consume approximately 2,774,307 kWh. Vehicle trips to and from the site are estimated to consume approximately 61,943 kWh, annually, for a total of 2,836,250 kWh consumed by the site's existing uses on an annual basis. Electrical service will be provided to the site by SCE and to the well by RCMU. CalEEMod also estimates existing uses at the site consume approximately 5,814,483 million British Thermal Units (MMBTU) of natural gas on an annual basis. Regarding vehicle fuels, existing uses at the site are estimated to consume approximately 147,214 gallons of gasoline and 452,227 gallons of diesel, annually, associated with the operational of passenger vehicles and trucks.

Subsection 4.6.4 of the EIR estimates that during construction the proposed Project will consume various amounts of electricity, natural gas, and vehicle fuels as shown in Table 5.6-2. During Phase 1 and Phase 2B, Project construction will require approximately 107,320 and 4,523 kWh of electricity, respectively. In total, Project construction will also consume approximately 344,648 gallons of gasoline and 586,896 gallons for Phase 1 and Phase 2B construction activities.

During full operation, the proposed Project would consume approximately 8,507,778 kWh per year of electricity and approximately 520,749 MMBTU of natural gas under Phase 1 operating

conditions, and approximately 729,521 MMBTU of natural gas under Phase 2A operating conditions which includes the cogeneration facility which will be online during that phase. Note the Phase 1 plus Phase 2A was selected for analysis since it has more square footage and thus more energy impacts than Phase 1 plus Phase 2B. It is estimated the Project's vehicular fleet and worker commuting will consume approximately 363,178 gallons of gasoline and 2,028,677 gallons of diesel fuel annually. However, it should be noted that Section 3 of the EIR outlined a number of design features related to energy conservation including compliance with the State Title 24 energy conservation regulations in the Green Building Code. In summary, Subsection 4.6 of the EIR concluded energy use/conservation impacts of the Project would be less than significant with project design and regulatory compliance and did not recommend specific mitigation.

Alternative 2 will consume approximately 10% less energy (vehicle fuels) during construction and 25% less energy (electricity, natural gas, and vehicle fuels) during operation due to the same size of site affected but lower intensity of land uses (540,000 SF v. 783,741 SF of new development uses, respectively) as shown in Table 5.6-2. This Alternative would have surface parking and landscaping consistent with the Development Code. With regulatory compliance, Alternative 2 would have less than significant impacts related to energy use and no mitigation is required.

**Table 5.6-2: Energy Use – Alternative 2**

| Site Condition | Electricity (KWh) | Natural Gas (MBTU) | Vehicle Fuels (gal) |
|---|---|---|---|
| **Existing Conditions** | | | |
| Construction | NA | NA | NA |
| Operation (annual) | 2,836,250 | 5,814,483 | 147,214 gasoline<br>452,227 diesel |
| **Proposed Project** | | | |
| Construction | 111,543 | NA | 344,896 gasoline<br>586,896 diesel |
| Operation (annual) | 8,507,778 | 729,521M | 363,178 gasoline<br>2,028,677 diesel |
| **Alternative 2** | | | |
| Construction[(A)] | 100,389 | NA | 310,406 gasoline<br>528,206 diesel |
| Operation (annual)[(B)] | 6,380,884 | 547,141M | 272,384 gasoline<br>1,521,508 diesel |

Sources: EIR Subsection 4.6.4, Energy Impacts and Mitigation M = Million NA = Not Applicable
(A) Assumes 10% less energy use as the same amount of land is being disturbed but 25% less building area is constructed
(B) Assumes 75% (-25%) of operational Project impacts due to less square footage being built and operated

Geology, Soils, and Paleontology

The Project site is in the west San Bernardino Valley within the Peninsular Ranges geomorphic province of California. The area contains many regional and local faults including the Red Hill, Cucamonga, San Jacinto, and San Andreas and is subject to moderate to strong seismic shaking. However, there are no active (Alquist-Priolo) fault zones on or in the immediate vicinity of the Project site. A geotechnical constraints study was prepared for the site. The site has a low potential for liquefaction, substantial soil erosion, soil hazards and constraints, or landslides. In addition, the site has a low potential for yielding paleontological resources although fossils have been found in older Pleistocene formations which may be present at depths below five feet beneath the Project site. New development in the City is required to comply with the California

Green Building Code (GBC) in relation to geotechnical and soil constraints as well as grading requirements.

Subsection 4.7.4 of the EIR indicates that potential risks to the proposed Project relative to earthquake faults, seismic shaking, liquefaction, soil erosion, soil constraints, slope failure, and landslides are considered low. With regulatory compliance and implementation of the recommendations in the Project geotechnical report, potential impacts will be less than significant and no mitigation is required. In addition, Subsection 4.7.4 also determined that the potential for disturbing paleontological resources was relatively low but did recommend mitigation measure GEO-1 (paleontological monitoring) to assure any impacts to unanticipated paleontological materials would be less than significant.

Alternative 2 would fully develop the site similar to the proposed Project just not to the same level of land use intensity (540,000 SF v. 783,741 SF of new development uses). It would also have surface parking and landscaping consistent with the Development Code. This Alternative would introduce fewer employees or visitors to the site (approximately 30% less than that of the Project) so potential risks to humans from geotechnical and soil constraints would be less for this Alternative compared to the Project. Since Project impacts would be less than significant, impacts of Alternative 2 in this regard would also be less than significant, including for paleontological resources. Relative to geotechnical and soil constraints, no mitigation is required by this Alternative. Similar to the proposed Project, development under this Alternative would also have to comply with established regulations and the recommendations in the Project geotechnical report. In addition, this Alternative would also have to implement mitigation measure GEO-1 relative to paleontological resources, similar to the proposed Project. With mitigation, potential impacts in this regard will remain at less than significant levels.

Greenhouse Gas Emissions

Various types of greenhouse gases (GHGs) are generated by human activities including the burning of fossil fuels for generating electricity, heating and industrial processes, and burning fuels in personal and work vehicles. These GHGs are measured in Metric Tons of Equivalents to Carbon Dioxide ($MTCO_2e$) because they affect atmospheric warming to different degrees compared to the standard reference gas $CO_2$. The Air Quality Study for the Project indicates that the existing office and warehousing uses on the site currently generate a total of 6,768 MTCO2e which by themselves to not exceed the “interim” significance threshold of 10,000 MTCO2e for industrial projects currently established by the South Coast Air Quality Management District (SCAQMD). However, the proposed Project will substantially increase onsite GHG emissions from operation of the expanded land uses (see below).

Per the City’s Climate Action Plan (CAP), the Project consulted the City’s checklist for project designs to minimize GHG emissions. The Project was not fully consistent with the CAP checklist so detailed GHG emission calculations were prepared per the CAP.

Subsection 4.8.4 of the EIR indicates that construction of the Project would generate short-term GHGs that do not exceed the SCAQMD threshold for either Phase 1 or Phase 2 (see Table 5.6-3). However, long-term operation of the Project would generate GHGs that far exceed the SCAQMD annual thresholds during both Phase 1 and Phase 2 (see Table 5.6-4). Therefore, the EIR recommended a number of mitigation measures that will help reduce GHG operational emissions but not to less than significant levels (GHG-1A through GHG-1I). These measures include zero or near-zero emission vehicles and trucks, onsite electrical vehicle charging, a

VMT/TDM Reduction Plan, increased use of onsite solar electric panels, use of all electric industrial equipment, participation in the SCAQMD Cap and Trade program, and purchase of offsite GHG credits if necessary. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. It should be noted the Project GHG emissions are significant even when subtracting the existing GHG emissions from current development operating on the site (see Tables 5.6-3 and 5.6-4). This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this regulatory impact would also be significant.

Alternative 2 would lower GHG emissions during construction to less than the SCAQMD threshold (see Table 5.6-3). It would also substantially lower GHG emissions during operation compared to the proposed Project due to the less intense development (540,000 SF v. 783,741 SF, respectively). However, the combined amortized construction and operational GHG emissions would still not be reduced to less than significant levels based on the SCAQMD interim significance threshold of 10,000 $MTCO_2e$, as in Table 5.6-4. Alternative 2 operational emissions would be 34,753 MTCO2e while those of the Project would be 44,082 MTCO2e. That conclusion includes subtracting GHG emissions from existing onsite land use activities and implementation of the various mitigation measures recommended for the proposed Project. This is based on the assumption this alternative would have approximately 30% less square footage or operational area compared to the Project. In addition, this alternative would utilize co-generation similar to that proposed for the Project. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this impact to regulatory plans would also be significant.

**Table 5.6-3: Project Construction GHG Emissions – Alternative 2**

| Construction Source | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Phase 1** | | | | | |
| Total Emissions | 8,618.0 | 0.5 | 0.6 | 8.4 | 8,815.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Phase 2B** | | | | | |
| Total Emissions | 1,543.2 | 0.1 | 0.1 | 1.3 | 1,575.6 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Alternative 2 Construction (1 phase total)** | | | | | |
| Total Emissions[(A)] | 9,145.1 | 0.5 | 0.6 | 8.7 | 9,154.9 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |

Source: Table 4.8-5 for Phase 1 and 2B construction values

(A) Assumes 90% (-10%) of the total of Phases 1 and 2B combined and assumes 1 phase for the alternative. Estimates are based on a CalEEMod run for this specific alternative like that used for the proposed Project

**Table 5.6-4: Project Operation GHG Emissions – Alternative 2**

| Operational Source[(A)] | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Project (Phase 1 + 2B total with new construction and cogen)** | | | | | |
| Total Emissions | 43,840.0 | 15.7 | 2.6 | 30.0 | 44,082.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |
| **Alternative 2 Operation** | | | | | |
| Total Emissions[(B)] | 34,723.0 | 10.4 | 1.6 | 18.0 | 34,753.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |
| Source: Table 4.8-7 for Phase 1 and Table 4.8-9 for Phase 2B operational values | | | | | |

(A) Net emissions which Include subtracting emissions from operation of existing onsite land uses and implementation of recommended mitigation measures including applicable cap and trade covered emissions
(B) Assumes 75% (-25%) for operational emissions of the proposed Project (combined both phases) but assumes 1 phase for the alternative

Hazards and Hazardous Materials

Several environmental site assessments have been prepared over the years which did not identify any areas of contamination on or adjacent to the site. The nearest educational facility to the Project site is the Good Steward Day Care and Preschool just east of the site across Utica Avenue just north of 4th Street.

Subsection 4.8.4 of the EIR indicates that construction of the Project has the potential to generate hazardous materials onsite over the short-term. There may be unanticipated buried materials onsite from construction or operation of past and present onsite uses (i.e., orchard, vineyard, farmhouse, and existing beverage distribution facility). The EIR recommended mitigation measure HAZ-1 to identify and properly remediate any unanticipated hazardous materials that are found during grading. In addition, existing buildings may have asbestos-containing materials (ACMs) and/or lead-based paint (LBP) so mitigation measures HAZ-2 and HAZ-3 specify surveys to identify and if found remediate these materials prior to developing the Project.

For industrial operation, the proposed Project is required to be consistent with the LHMP and prepare a HMBP that will address all the hazardous and potentially hazardous materials that are transported to, stored, used, or disposed of from the Project site. The HMBP must identify all chemicals and potentially hazardous materials that will be stored or used on the site. Subsection 4.8.4 determined the Project would not have any impacts on nearby educational facilities and was not on any governmental list of sites with issues involving hazardous materials. Any impacts are less than significant and no mitigation is required.

The Project site is located on the east side of Haven Avenue and north of 4th Street which would provide adequate local and regional emergency access via both the I-10 to the south and the I-15 to the east. Project impacts on emergency access are less than significant and do not require any mitigation.

The Project site is located within the Airport Influence Area (AIA) of the Ontario International Airport (OIA) and 1.95 miles north of the airport itself. To assure the new buildings of the Project do not interfere with OIA operations, mitigation measure HAZ-4 was recommended to restrict any Project lighting that might conflict with airport operations.

Similar to the proposed Project, Alternative 2 would develop the entire site but with less intensive development compared to the Project (540,000 SF v. 783,741 SF, respectively). It is possible unanticipated hazardous materials may be found during grading so mitigation measure HAZ-1 would be required. However, the existing beverage distribution facility would not be demolished under this Alternative so mitigation measures HAZ-2 and HAZ-3 regarding ACMs and LBP would not be required. The site would still be within the AIA of OIA so development under Alternative 2 would require implementation of mitigation measure HAZ-4. In summary, with implementation of the identified mitigation measures and regulatory compliance, development of the site under Alternative 2 would have less than significant impacts related to hazards and hazardous materials, similar to the proposed Project,

Hydrology and Water Quality

The site is part of a large flat alluvial fan that occupies most of the western San Bernardino Valley. Runoff generally flows south away from the San Gabriel Mountains and toward the Santa Ana River to the south. The Project site is within the Santa Ana River watershed and runoff either percolates into the ground or eventually reaches the Pacific Ocean. The Project site is not located within a 100-year flood zone mapped by the Federal Emergency Management Agency (FEMA). The Project site is also not located in or proximate to any open water bodies or reservoirs or within an identified dam inundation zone. The City is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. Groundwater levels and quality have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site. Recent groundwater elevations were found to be between 650 feet and 700 feet below ground surface.

Subsection 4.10.4 of the EIR indicates a detailed hydrology study and water quality management plan (WQMP) were prepared for the Project and its site. The WQMP identifies seven drainage management areas and proposes four water quality/detention basins for the Project site to prevent increases in downstream runoff that could impact offsite properties and to protect onsite and offsite water quality. Subsection 4.10.4 concluded that compliance with the hydrology study and WQMP would result in less than significant drainage and water quality impacts such that no mitigation was required. A Water Supply Assessment was also prepared that determined the Project would have sufficient short- and long-term water supplies with construction and operation of a new groundwater well in cooperation with the Cucamonga Valley Water District (CVWD). The EIR determined the well was only planned to serve the Project and not CVWD's larger groundwater supply network. The EIR further determined the Project would have less than significant impacts related to hydrology and water quality with implementation of the Project as proposed, including the new water well, and regulatory compliance (i.e., no mitigation required).

Alternative 2 proposes to develop the entire site but with less intense development compared to the proposed Project (540,000 SF v. 783,741 SF, respectively). It is unknown at this time if this alternative would expand water demand from the existing beverage distribution facility to the

point of needing a new water well compared to the Project. Since the EIR determined the Project would have less than significant impacts on groundwater, it is reasonable to conclude a less intense alternative would also have less than significant impacts in this regard. Similarly, Alternative 2 may require a different number, size, or location of detention/water quality basins, but it is reasonable to conclude such improvements would not result in significant hydrological or water quality impacts compared to the Project. Therefore, with a design similar to that of the Project, Alternative 2 would have less than significant impacts on hydrology and water quality with compliance with regulations and a water quality management plan.

Land Use and Planning

The Project site is currently partially developed with warehouses and offices on 17.94 acres and 12.1 acres of vacant land. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. At present, the Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include light industrial, warehousing, commercial, vacant land, medical offices, hospitality uses, and professional offices.

There are no residences either on or adjacent to the Project site, so the proposed Project would not divide any existing neighborhood.

The proposed Project has a Master Plan and will not require a general plan amendment or a change of zone. The Project proposes a total of 1,054,541 square feet of new and expanded buildings with Phase 2 – Option A (reuse the existing building) or a total of 1,032,416 square feet of new and expanded buildings with Phase 2 – Option B (new building). The site has good vehicular access via the four surrounding improved streets and pedestrian access via sidewalks on surrounding roadways. The Master Plan identifies differences between the specific requirements of the proposed development and the ME-2 zoning and demonstrates the Master Plan achieves the overall goals for the onsite land use designation while allowing for the substantial expansion of the beverage distribution warehouse to include bottling. Subsection 4.11.4 of the EIR demonstrates the Project will be consistent with the General Plan and zoning as well as with surrounding land uses. Impacts were determined to be less than significant and no mitigation was required.

Alternative 2 proposes to develop the entire site but with less intense development compared to the proposed Project (540,000 SF v. 783,741 SF, respectively). This Alternative would not require a Master Plan as its development characteristics would be consistent with the City Development Code. It would also be designed to be consistent with the General Plan requirements for the 21$^{st}$ Century Employment District to the extent possible given its smaller size. It would have surface parking and landscaping consistent with the Development Code. Therefore, Alternative 2 would have reduced land use and planning impacts relative to the proposed Project, but still less than significant, and would not require mitigation.

Mineral Resources

The Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development.

Subsection 4.12.4 in the EIR concluded that since the Project area and immediate surrounding area did not contain any significant mineral resources, the proposed Project has no potential to cause any impact to mineral resources or values in the County.

Alternative 2 would develop the entire site but at a lower development intensity than the proposed Project. Since the same site would be impacted, Alternative 2 would also have no potential to cause impacts to mineral resources.

Noise

The Project area and surrounding region are relatively urbanized and support residential, commercial, industrial, and other related land uses. These uses, along with major roads, freeways, railroad lines, and aircraft from the nearby Ontario International Airport, generate noise levels in the Project area commensurate with long-established urban communities.

Subsection 4.13.4 of the EIR determined the proposed Project would have less than significant noise impacts on surrounding land uses with implementation of several mitigation measures, including NOI-1 (limits on construction) and NOI-2 (noise verification study). Therefore, the EIR concluded Project construction and operation will not result in exposure of persons to or generation of noise or vibration levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance.

Alternative 2 would allow for development of the entire site but at approximately half the intensity of the proposed Project (540,000 SF v. 783,741 SF, respectively). This less intense development would generate substantially less noise in terms of onsite stationary uses (air conditioning, industrial equipment exhaust, etc.), onsite vehicular movement and parking, and offsite vehicular movement along surrounding roadways. It is also not known at this time if this alternative would require construction and operation of a new groundwater well which could generate noise from pump operation. This alternative would also utilize surface parking rather than constructing a new multi-story parking structure onsite. However, noise impacts of the proposed Project were determined to be less than significant, so a development with 30% less square footage would be expected to generate less noise and vibration that would also be less than significant and less than but similar to that of the proposed Project. This assumes Alternative 2 would implement mitigation similar to that identified for the proposed Project.

Population, Housing, and Employment

The Project area is part of the western San Bernardino Valley which contains a number of cities including Rancho Cucamonga that support a balance of residential land uses with housing and population and non-residential land uses that generate employment, The site currently contains a beverage distribution warehouse, another warehouse, and two offices on 17.94 acres with 12.1 vacant acres in the center of the site.

The proposed Project would operate similar to the existing facility but with a total of 484 employees at its maximum peak operational capacity (3 shifts per day, 6 days per week). Therefore, at full operation the Project would result in a total need for 289 workers but no new housing or population onsite. Subsection 4.14.4 of the EIR determined the Project would have less than significant impacts on local or regional population, housing, or employment impacts (the Project would actually provide a new source of employment for the City). No mitigation would be required for this impact.

Alternative 2 would introduce approximately 540,000 square feet of industrial use to the site which would be expected to generate about 25% fewer new employees compared to the Project (i.e., 374 v. 498 employees). This alternative would have less impact (i.e., less additional employment) in relation to the proposed Project, but no direct population or housing impacts which is equivalent to impacts of the proposed Project. No mitigation would be required for this alternative.

Public Services

The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection services to the City and Fire Station 174 is the closest at 1.8 miles northeast of the site. The City contracts with the San Bernardino County Sheriff's Department (SBCSD) for police services and their new Public Safety Facility is located at 8870 San Bernardino Road 2.5 miles northwest from the Project site. The Project site is within the Cucamonga School District (CSD), Chaffey Joint High School District (CJHSD), and next to the Ontario-Montclair School District (OMSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard, is the nearest school to the project site, located approximately one mile northwest of the project site. The City's Community Services Department operates local park and recreational facilities and the closest City park is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site.

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. In addition, the RCFPD is supported by the San Bernardino County Fire Department as the designated Certified Unified Program Agency (CUPA) for hazardous materials issues within the County. This allows the SBCFD and RCFD to quickly identify risks to the public and respond quickly and appropriately to fires, spills and accidents involving hazardous materials at local industrial facilities. The Project will also pay a City Development Impact Fee (DIF) for local fire services. With regulatory compliance, the Project will have less than significant impacts on fire protective services.

The SBCSD provides police service to the Project area which will incrementally increase with the addition of new Project buildings and activities. The Project is non-residential in nature so it will not generate substantial housing or population and thus not have significant impacts relative to police, school, parks, or other public facilities or services (e.g., library, health care). In summary, Subsection 4.15.4 of the EIR concluded that the Project would have less than significant impacts on public services and no mitigation was required.

Alternative 2 would have similar public service needs compared to the proposed Project. However, the reduced square footage would incrementally reduce the potential need for services in the future relative to the Project. Development of the site under this alternative would have onsite fire protection improvements and operations similar to those of the Project but on a smaller scale due to its reduced square footage compared to the Project. This alternative would also have to coordinate with the County regarding hazardous materials similar to the proposed Project. Also similar to the proposed Project, Alternative 2 would have no substantial direct impacts on police, school, parks, or other public services. In addition, any indirect impacts would be reduced compared to the Project due to the smaller amount of development proposed under

this alternative (540,000 SF v. 783,741 SF for the Project). Similar to the Project, Alternative 2 would have less than significant impacts on public services with DIF and regulatory compliance, and no mitigation would be required.

Recreation

This alternative would construct and operate non-residential uses on the site similar but approximately 30% less intense than those of the Project. This alternative would not generate new housing or residents (population) so it impact on recreation facilities and programs would be less than significant, similar to that of the proposed Project.

Transportation

The Project area is served by existing arterial and collector roads that have been built to their full widths including improvements for pedestrians and bicyclists (sidewalks and bike lanes) as planned by the City. Primary access to the surrounding area, both local and regional, is provided by Haven Avenue (north-south) with more local access via 6th Street and 7th Street (east-west). Haven Avenue also provides more regional access to the I-10 Freeway 1.2 miles to the south (with direct ramps) and to the I-15 Freeway 1.5 miles east of the project site via connections to Foothill Boulevard 1.3 miles to the north and Fourth Street 0.5 mile to the south. Existing land uses on the Project site currently generate 1,115 total vehicle trips (passenger cars and trucks) and a passenger car equivalent (PCE or the increase in actual traffic impacts due to trucks being longer than passenger cars) of 1,681 trips. Vehicular trips generated by existing land uses on the Project site are shown in Table 5.6-5.

**Table 5.6-5: Trip Generation – Alternative 2**

| Vehicle Type | Peak Hour | | Average Daily Trips(A) | |
|---|---|---|---|---|
| | AM | PM | Number | Increase |
| **Existing Conditions** | | | | |
| Total Vehicles(B) | 86 | 59 | 1,115 | -- |
| Total PCE(C) | 117 | 79 | 1,681 | -- |
| **Proposed Project (net)(B)** | | | | |
| Total Vehicles(C) | 142 | 70 | 2,115 | +89.7% |
| Total PCE(D) | 282 | 167 | 4,399 | +161.7% |
| **Alternative 2 – Reduced Intensity(E)** | | | | |
| Total Vehicles(C) | 107 | 53 | 1,586 | +42.2% |
| Total PCE(D) | 125 | 73 | 3,299 | +96.3% |

Source: DEIR Tables 4.17-1 and 4.17-2, Fehr and Peers 2024

(A) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips only occur 5 days out of the week (Monday through Friday) for the DC and 7th Street Warehouse. Percent is compared to Existing Conditions NOT to the proposed Project.

(B) Represents "net" trips which are gross Project or Alternative trips minus existing trips

(C) Cars and Trucks – Note: totals may not equal due to rounding.

(D) PCE represents the number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow.

(E) Represents approximately 75% (-25%) of trips from the proposed Project

The Project traffic study estimated the proposed Project would generate a total of 2,053 passenger vehicle trips and 1,385 truck trips (F&P 2024). However, the study estimated the Project would generate a net of 2,115 total vehicle trips when existing trips are subtracted from the total Project trips (see Table 5.6-5). The Project would generate more than double the passenger vehicles generated by existing uses on the site, but almost three times the number of trucks over existing uses. Since the vehicular and non-vehicular circulation networks around the Project site are largely completed, the Project would pay established DIF fees and comply with the City's requirements for any circulation-related improvements on site adjacent roads. Subsection 4.17.4 of the EIR concluded the Project would have less than significant traffic impacts with regulatory compliance and no mitigation was recommended other than for vehicle miles traveled (VMT) as shown below.

CEQA requires that traffic impacts are no longer calculated based on roadway or intersection congestion (referred to as Level of Service or LOS) but rather based on vehicle miles traveled or VMT. Table 5.6-6 compares the VMT impacts of Alternative 2 to those of the proposed Project. To assure that VMT impacts of the Project would be less than significant, the EIR recommended implementation of mitigation measure TRA-1 which involves developing and implementing a VMT/transportation demand management (TDM) Reduction Plan.

**Table 5.6-6: VMT Impacts – Alternative 2**

| Scenario | Link-Level VMT | Employees | Link-Level VMT/EMP | Above/Below Threshold (%) | Project Effect on VMT Impact? |
|---|---|---|---|---|---|
| **Proposed Project** | | | | | |
| Cumulative Without Project (2040) | 5,081,622 | 27,692 | 183.5 | -1.8% | No |
| Cumulative With Project (2040) | 5,083,076 | 28,211 | 180.2 | | |
| **Alternative 2** | | | | | |
| Cumulative Without Alternative (2040) | 5,081,622 | 27,692 | 183.5 | -1.1% | No |
| Cumulative With Alternative (2040) | 5,082,000 | 28,011 | 181.4 | | |

Source: EIR Table 4.17-5d, Project Impacts on VMT. Table 2, Ganddini 2024, San Bernardino Transportation Analysis Model

Alternative 2 would introduce approximately 540,000 square feet of industrial use to the site but less than the 783,741 additional total square feet of new uses under the proposed Project. This Alternative would make any necessary vehicular and non-vehicular improvements to the site adjacent roadways and would also pay the appropriate DIF fee based on the new square footage. Under this alternative, VMT would be reduced but would still implement VMT/TDM Reduction Plan under TRA-1. With DIF and necessary circulation improvements adjacent to the site, Alternative 2 would have less than significant VMT-related impacts, similar to the impacts estimated for the proposed Project, and implementation of mitigation measure TRA-1.

Tribal Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years. The Project site was surveyed and no significant archaeological resources were found, however, local tribal representatives consider the entire basin sensitive for tribal resources, including human remains.

Development of the proposed Project could result in impacts to tribal cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4 of this EIR recommends three mitigation measures (CUL-1 through CUL-3) that focus on tribal cultural resources (selecting a project archaeologist, coordination with local tribal representatives, procedures if unanticipated resources are found, and procedures to follow if human remains are found). In addition, Subsection 4.18.4, Tribal Cultural Resources, recommends Mitigation Measures TCR-1 through TCR-4 with similar requirements as CUL-1 through CUL-3. With these measures, Subsection 4.18.4 of the EIR determined that impacts to tribal cultural resources would be less than significant with the recommended mitigation and regulatory compliance.

Alternative 2 would develop the entire Project site but at less intensity than under the proposed Project (540,000 SF v. 783,741 SF respectively). However, the Alternative would still develop over the entire site, so development of the site under Alternative 2 would result in impacts to tribal cultural resources equivalent to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures as recommended for cultural and tribal resources in Subsections 4.5.4 and 4.18.4 of the EIR.

Utilities and Service Systems

Water to the Project site would be supplied by the Cucamonga Valley Water District (CVWD) and potential impacts were evaluated in a Water Supply Assessment (WSA). Project wastewater would be collected and treated by the Inland Empire Utilities Agency (IEUA) which operates Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of those facilities, Regional Plants No. 1 and No. 4 serve CVWD. Solid waste disposal services in the City are provided by the commercial vendor Burrtec which offers residential, commercial, and construction waste collection. Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. Southern California Edison (SCE) is the primary electrical services provider to the region while the Southern California Gas Company (SCGC) provides natural gas service to the region and City. Telephone services to the City are provided by Frontier Communications, whilst television and internet services are provided to the City and surrounding areas by Charter Communications.

The proposed Project would be served by the above-listed utility providers with connections to existing services (e.g., water lines, sewer lines) in or along the surrounding streets. The Project will also install a new groundwater well in coordination with CVWD to provide potable water only to the Project site. RTPs No. 1 and No. 4 both have excess capacity and since the Project is not residential in nature, it is not expected to generate substantial amounts of wastewater. Subsection 4.19.4 of the EIR determined that Project impacts to utility and service providers would be less than significant with regulatory compliance and utility improvements and connections shown on the Project plans.

Alternative 2 would develop the entire Project site but at less intensity than under the proposed Project (540,000 SF v. 783,741 SF respectively). Therefore, this alternative would result in approximately 30% less development as proposed under the Project. This alternative would consume less water and energy supplies and generate less wastewater and solid waste compared to the proposed Project. Since Alternative 2 is considerably less intense than the

Project, its impacts to utilities and service systems will also be less than significant and no mitigation recommended, similar to that of the proposed Project.

Wildfire

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. The Project would not introduce any improvements to the site that would exacerbate potential impacts of a major fire including water or air pollution resulting from a regional wildfire. Subsection 4.20.4 of the EIR concluded the Project would have less than significant impacts related to wildfire conditions and did not recommend any mitigation.

Alternative 2 would develop the entire site but at less intensity than under the proposed Project (540,000 SF v. 719,000 SF respectively). Therefore, this alternative would result in approximately 25% less development and 30% fewer new employees as under the proposed Project. Since Alternative 2 is less intense than the Project, any impacts related to wildfires would be less than those of the Project, so they would also be less than significant and no mitigation recommended.

**Summary of Impacts - Alternative 2**

The preceding analysis concludes that Alternative 2 – Reduced Intensity, would have the following less than significant impacts that are equivalent to those of the proposed Project due to the fact the entire site will be disturbed:

- Agriculture and Forest Resources
- Biological Resources
- Cultural Resources
- Geology, Soils, and Paleontological Resources
- Mineral Resources
- Tribal Cultural Resources

The preceding analysis concludes that Alternative 2 would have the following reduced and less than significant impacts relative to those of the proposed Project since it involves less intense development:

- Aesthetics
- Air Quality (health risks, odors)
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning

- Population, Housing, and Employment
- Noise and Vibration
- Public Services
- Recreation
- Utilities and Service Systems
- Transportation
- Wildfire

The preceding analysis concludes that Alternative 2 would have the following impacts that are less than those of the proposed Project but are still significant and unavoidable even with implementation of all recommended feasible mitigation measures:

- Air Quality (AQMP Consistency, project and cumulative NOx emissions)
- Greenhouse Gas Emissions

## 5.7 Alternative 3 – Mixed Use (C/R/O)

This alternative would develop 675,000 square feet of new office and commercial uses on the first two floors of three new four-story buildings on the site (commercial on ground floor and offices on the 2nd floor). This plan would also have an aggregate total of 270 residential units on the top two floors of the three new buildings. The remainder of the site would have covered and uncovered surface parking, landscaping, and employee and tenant use areas on the remainder of the site (play equipment, pickleball courts, walkways, dog park, etc.). The site would be developed according to the General Plan and Development Code requirements for the site with a small internal street east off of Haven Avenue visually dividing the property. This alternative would be consistent with the existing General Plan land use designation (21st Century Employment District) and the existing zoning classification (ME2). While there are other possible variations of land plans that meet the General Plan and zoning designations, this one was selected as a reasonable alternative land use scenario for evaluation in the EIR. To err on the side of caution, it is assumed this alternative would include a new CVWD groundwater well.

### 5.7.1 Analysis of Alternative 3

The potential impacts associated with Alternative 3 – Mixed Use (C/R/O) are described below.

Aesthetics

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres of the site is vacant (former vineyard). The site is relatively flat and part of a broad flat alluvial plain. Surrounding land uses include 1-2 story commercial buildings and 3-4-story office and warehouse buildings with no vacant land adjacent to the site.

As stated in Subchapter 4.1 of this DEIR, the existing visual setting of the proposed Project site will be permanently altered from the intensification of uses on the Project site. However, the planned uses will be similar in appearance and scale to existing uses in the surrounding area. As discussed in 4.1.4, Project aesthetic impacts were determined to be a less than significant with implementation of the proposed Master Plan which was determined to be consistent with the Goals and Policies of the General Plan. While the aesthetic impacts of the Project are unavoidable, they are considered less than significant and no mitigation is required.

Alternative 3 would develop the entire site but with 675,000 square feet of commercial and office space and 270 residential units compared to 783,741 SF of non-residential uses for the Project (as shown in Table 5-1). It would have more open space and several smaller, lower-scale buildings compared to the Project. This Alternative would also have surface parking and landscaping consistent with the Development Code for commercial, office, and residential uses as appropriate. Therefore, the aesthetic impacts from Alternative 3 (i.e., views, visual resources, light and glare) would be less than those of the proposed Project which were determined to be less than significant with no mitigation required.

Agriculture and Forest Resources

There are currently 12.1 acres in the center of the site that are vacant but which supported a vineyard in the past. The site is not designated or currently used for agricultural purposes. In addition, the site and surrounding areas are not designated as “important farmland” by the State

Department of Conservation. Similarly, the site does not contain any State timberland or any important forest resources.

The proposed Project would develop the entire site with urban uses. Due to the lack of agricultural soils or uses or forestry resources, Subsection 4.2.4 of the DEIR determined the Project would have less than significant impacts on agricultural or forest resources and no mitigation was required,

Similar to the proposed Project, development of Alternative 3 would also cover over the entire site but with commercial, office, and residential uses rather than large light industrial buildings compared to the Project. Since the entire site will be developed, the impacts of this Alternative on agricultural and forest resources would be similar to those of the proposed Project (i.e., less than significant and no mitigation required).

Air Quality

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres in the center of the site is vacant (former vineyard). The site and surrounding area are within the South Coast Air Basin which is managed by the South Coast Air Quality Management District (SCAQMD) through its Air Quality Management Plan (2022 AQMP). Although air quality has improved since the latter part of the 20$^{th}$ century, the Basin still experiences poor air quality much of the year when levels of ozone, oxides of nitrogen (NOx), and particulates exceed state and/or federal standards.

Due to its industrial nature and size, Subsection 4.3 of the DEIR demonstrates the Project is expected to exceed SCAQMD daily significance thresholds for volatile organic compounds (VOCs) and NOx by wide margins in the future (see Table 5.7-1). As a result, the Project would not be consistent with the AQMP and would contribute to significant project and cumulative air quality impacts once it is operational. These significant impacts would occur even with implementation of design features such as having photovoltaic solar panels and an onsite cogeneration facility to generate electricity from waste heat and carbon dioxide ($CO_2$) for beverage carbonation rather than having to bring $CO_2$ to the site. In addition, Subsection 4.3.4 recommends nine (9) mitigation measures (AIR-2A through AIR-2I) to help reduce Project air quality impacts from construction and operation to the greatest extent feasible. However, even with implementation of these design features and mitigation measures, Project air quality impacts will remain significant and unavoidable and will require a statement of overriding considerations to certify the EIR.

Alternative 3 would likely have air pollutant impacts during construction equivalent to the proposed Project due to entire site being developed with multi-story commercial, office, and residential uses. Subsection 4.3.4 of the EIR determined that air pollutant impacts of Project construction would be less than daily significance thresholds established by the SCAQMD. The Project construction impacts would be less than significant with implementation of mitigation measures 5.3-1 through 5.3-4 from the General Plan EIR and measures AIR-2A and AIR-2B from this EIR. With implementation of similar mitigation, air pollutant impacts of construction under Alternative 3 would be equivalent to those of the Project and therefore would also be less than significant.

Alternative 3 would increase potential operational air pollutant emissions as shown in Table 5.7-1 compared to the proposed Project due to the mixture of different land uses (675,000 square

feet of commercial and office space and 270 multi-family residential units compared to 783,741 SF for the Project as shown in Table 5-1). This Alternative would increase air pollutant emissions and impacts relative to the Project, which could not be reduced to less than significance thresholds established by the SCAQMD. Therefore, air quality impacts of Alternative 3 would be significant and unavoidable, similar to the conclusion for air quality impacts of the proposed Project. This conclusion would still apply even if the new buildings under Alternative 3 implemented the design features (but does not include cogeneration) and mitigation measures recommended for the proposed Project.

In summary, air quality impacts of Alternative 3 for construction would be greater than those of the Project even though the same amount of land would be developed with a mixture of land uses (commercial, office, and residential). Operational air quality impacts for VOC, NOx, CO, $PM_{10}$, and $PM_{2.5}$ would be significant and unavoidable under Alternative 3 even with implementation of Project design features, mitigation measures from the General Plan EIR, and mitigation measures recommended in this EIR, as shown in Table 5.7-1. This is a greater impact than for the proposed Project which was only significant for NOx emissions.

**Table 5.7-1: Air Quality Impacts - Alternative 3**

| Source | Maximum Daily Pollutant Emissions (Pounds Per Day)[(A)] | | | | | |
|---|---|---|---|---|---|---|
| | **VOC** | **$NO_X$** | **CO** | **$SO_2$** | **$PM_{10}$** | **$PM_{2.5}$** |
| **Proposed Project (Net)** | | | | | | |
| Phase 1 Emissions[(A)] | 20.9 | 159.4 | 260.9 | 2.2 | 62.8 | 26.4 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | Yes | No | No | No | No |
| Phase 2 Emissions[(A)(B)] | 100.6 | 984.7 | 468.0 | 2.5 | 69.5 | 33.0 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | No | No | No | No |
| **Alternative 3 – Mixed Use** | | | | | | |
| Operational Emissions[(A)(C)] | 141.0 | 143.0 | 1,285.0 | 3.24 | 283.0 | 73.4 |
| SCAQMD CEQA Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | Yes | No | Yes | Yes |

Source: Phase 1 emissions from DEIR Table 4.3-36 and Phase 2 emissions from DEIR Table 4.3-37

(A) Maximum daily VOC, CO, $SO_X$, $PM_{10}$, and $PM_{2.5}$ emissions occur during the summer. Maximum daily $NO_X$ emissions occur during the winter.

(B) Phase 1 plus Phase 2A as it has more square feet of development than Phase 2B so it is the larger impact estimate

(C) Approximately 90% (or -10%) of proposed Project emissions based on a CalEEMod printout for this specific alternative.

Biological Resources

The vacant land and landscaping and trees onsite support birds, small mammals, and reptiles tolerant of human activity. The site does not support any listed or otherwise sensitive species of plants or animals and also does not contain any drainage features subject to the jurisdiction of any state or federal agencies so there will be no impacts regarding those resources. Development of the site for the proposed Project will remove existing weedy and landscaped vegetation which will be replaced with extensive new landscaping and trees. Subsection 4.4.4 of the EIR recommends two mitigation measures (BIO-1 and BIO-2) to conduct nesting bird and burrowing owl pre-construction surveys to assure these species are not impacted by Project development. The site contains no riparian or wetland resources so there will be no impacts in

that regard. The Project will also comply with the City's "heritage tree" ordinance. With these measures, potential Project impacts to biological resources will be less than significant.

Alternative 3 would develop the entire Project site but with different uses than under the proposed Project. However, the Alternative would still remove the same amount of vacant land and existing landscaping and would install new landscaping similar to the proposed Project since replacement landscaping is based on a percent of the site area. Therefore, development of the site under Alternative 3 would result in impacts to biological resources similar to those of the proposed Project (i.e., less than significant) and would implement the same mitigation measures.

Cultural Resources

The Project area has been subject to human occupation by Native American tribes for many thousands of years and by European settlers and their descendants for hundreds of years. The Project site was surveyed and no significant historical or archaeological resources were found. Due to the extent of disturbance in and around the Project site, the likelihood of finding significant cultural resources is low. However, local Native American tribes consider the entire region sensitive for tribal cultural resources, including human remains.

Development of the proposed Project could result in impacts to cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4 of this EIR recommends three mitigation measures CUL-1 through CUL-3 regarding these resources as well. These measures include coordination with and monitoring of grading by local Native American tribal representatives.

Alternative 3 would develop the entire Project site but with different uses compared to the proposed Project. However, this Alternative would still develop over the entire site. Therefore, development of the site under Alternative 3 would result in impacts to cultural resources equivalent to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures.

Energy

The Project site is currently developed with office and warehousing uses on 17.94 acres while 12.1 acres is vacant. Based on estimates generated in the California Emissions Estimator Model (CalEEMod), existing buildings at the site consume approximately 2,774,307 kWh. Vehicle trips to and from the site are estimated to consume approximately 61,943 kWh, annually, for a total of 2,836,250 kWh consumed by the site's existing uses on an annual basis. Electrical service will be provided to the site by SCE and to the well by RCMU. CalEEMod also estimates existing uses at the site consume approximately 5,814,483 million British Thermal Units (MMBTU) of natural gas on an annual basis. Regarding vehicle fuels, existing uses at the site are estimated to consume approximately 147,214 gallons of gasoline and 452,227 gallons of diesel, annually, associated with the operational of passenger vehicles and trucks.

Subsection 4.6.4 of the EIR estimates that during construction the proposed Project will consume various amounts of electricity, natural gas, and vehicle fuels as shown in Table 5.7-2. During Phase 1 and Phase 2B, Project construction will require approximately 107,320 and 4,523 kWh of electricity, respectively. In total, Project construction will also consume

approximately 344,648 gallons of gasoline and 586,896 gallons for Phase 1 and Phase 2B construction activities.

During full operation, the proposed Project would consume approximately 8,507,778 kWh per year of electricity and approximately 520,749 MMBTU of natural gas under Phase 1 operating conditions, and approximately 729,521 MMBTU of natural gas under Phase 1 plus Phase 2A operating conditions which includes the cogeneration facility which will be online during that phase. Note the Phase 1 plus Phase 2A was selected for analysis since it has more square footage and thus more energy impacts than Phase 1 plus Phase 2B. It is estimated the Project's vehicular fleet and worker commuting will consume approximately 363,178 gallons of gasoline and 2,028,677 gallons of diesel fuel annually. However, it should be noted that Section 3 of the EIR outlined a number of design features related to energy conservation including compliance with the State Title 24 energy conservation regulations in the Green Building Code. In summary, Subsection 4.6 of the EIR concluded energy use/conservation impacts of the Project would be less than significant with project design and regulatory compliance and did not recommend specific mitigation.

Alternative 3 will consume approximately the same amount of energy (vehicle fuels) during construction and about 10% less energy (electricity, natural gas, and vehicle fuels) during operation due to the same size of site affected but different land uses involved (675,000 square feet of commercial and office uses with 270 multi-family units v. 719,000 SF of new light industrial development, respectively) as shown in Table 5.7-2. This Alternative would have surface parking and landscaping consistent with the Development Code for the mixed of planned land uses. With regulatory compliance, Alternative 3 would have less than significant impacts related to energy use and no mitigation is required.

**Table 5.7-2: Energy Use – Alternative 3**

| Site Condition | Electricity (KWh) | Natural Gas (MBTU) | Vehicle Fuels (gal) |
|---|---|---|---|
| **Existing Conditions** | | | |
| Construction | NA | NA | NA |
| Operation (annual) | 2,836,250 | 5,814,483 | 147,214 gasoline<br>452,227 diesel |
| **Proposed Project** | | | |
| Construction | 111,543 | NA | 344,896 gasoline<br>586,896 diesel |
| Operation (annual) | 8,507,778 | 729,521M | 363,178 gasoline<br>2,028,677 diesel |
| **Alternative 3** | | | |
| Construction(A) | 111,543 | NA | 344,896 gasoline<br>586,896 diesel |
| Operation (annual)(B) | 7,657,000 | 656,569M | 326,860 gasoline<br>1,825,809 diesel |

Sources: EIR Subsection 4.6.4, Energy Impacts and Mitigation M = Million NA = Not Applicable
(A) Assumes the same amount of land is being disturbed but a different mix of land uses being constructed
(B) Assumes 90% (-10%) of operational Project impacts due to different land uses being built and operated/occupied

Geology, Soils, and Paleontology

The Project site is in the west San Bernardino Valley within the Peninsular Ranges geomorphic province of California. The area contains many regional and local faults including the Red Hill, Cucamonga, San Jacinto, and San Andreas and is subject to moderate to strong seismic

shaking. However, there are no active (Alquist-Priolo) fault zones on or in the immediate vicinity of the Project site. A geotechnical constraints study was prepared for the site. The site has a low potential for liquefaction, substantial soil erosion, soil hazards and constraints, or landslides. In addition, the site has a low potential for yielding paleontological resources although fossils have been found in older Pleistocene formations which may be present at depths below five feet beneath the Project site. New development in the City is required to comply with the California Green Building Code (GBC) in relation to geotechnical and soil constraints as well as grading requirements.

Subsection 4.7.4 of the EIR indicates that potential risks to the proposed Project relative to earthquake faults, seismic shaking, liquefaction, soil erosion, soil constraints, slope failure, and landslides are considered low. With regulatory compliance and implementation of the recommendations in the Project geotechnical report, potential impacts will be less than significant and no mitigation is required. In addition, Subsection 4.7.4 also determined that the potential for disturbing paleontological resources was relatively low but did recommend mitigation measure GEO-1 (paleontological monitoring) to assure any impacts to unanticipated paleontological materials would be less than significant.

Alternative 3 would fully develop the site similar to the proposed Project just with different land uses (commercial, office, and multi-family residential compared to light industrial). It would have surface parking, open space, and landscaping consistent with the Development Code for these uses as appropriate. This Alternative would introduce fewer employees or visitors but would add new residents to the site so potential risks to humans from geotechnical and soil constraints would be increased for this Alternative compared to the Project. It is estimated the 270 additional residential units could generate approximately 810 residents based on an overall unit occupancy of 3 persons per unit. Since Project impacts would be less than significant, impacts of Alternative 3 in this regard would also be considered to be less than significant, including for paleontological resources. Relative to geotechnical and soil constraints, no mitigation is required by this Alternative. Similar to the proposed Project, development under this Alternative would also have to comply with established regulations and the recommendations in the Project geotechnical report. In addition, this Alternative would also have to implement mitigation measure GEO-1 relative to paleontological resources, similar to the proposed Project. With mitigation, potential impacts in this regard will remain at less than significant levels.

<u>Greenhouse Gas Emissions</u>

Various types of greenhouse gases (GHGs) are generated by human activities including the burning of fossil fuels for generating electricity, heating and industrial processes, and burning fuels in personal and work vehicles. These GHGs are measured in Metric Tons of Equivalents to Carbon Dioxide ($MTCO_2e$) because they affect atmospheric warming to different degrees compared to the standard reference gas $CO_2$. The Air Quality Study for the Project indicates that the existing office and warehousing uses on the site currently generate a total of 6,768 MTCO2e which by themselves to not exceed the “interim” significance threshold of 10,000 MTCO2e for industrial projects currently established by the South Coast Air Quality Management District (SCAQMD). However, the proposed Project will substantially increase onsite GHG emissions from operation of the expanded land uses (see below).

Per the City’s Climate Action Plan (CAP), the Project consulted the City’s checklist for project designs to minimize GHG emissions. The Project was not fully consistent with the CAP checklist so detailed GHG emission calculations were prepared per the CAP.

Subsection 4.8.4 of the EIR indicates that construction of the Project would generate short-term GHGs that do not exceed the SCAQMD threshold for either Phase 1 or Phase 2 (see Table 5.7-3). However, long-term operation of the Project would generate GHGs that far exceed the SCAQMD annual thresholds during both Phase 1 and Phase 2 (see Table 5.7-4). Therefore, the EIR recommended a number of mitigation measures that will help reduce GHG operational emissions but not to less than significant levels (GHG-1A through GHG-1I). These measures include zero or near-zero emission vehicles and trucks, onsite electrical vehicle charging, a VMT/TDM Reduction Plan, increased use of onsite solar electric panels, use of all electric industrial equipment, participation in the SCAQMD Cap and Trade program, and purchase of offsite GHG credits if necessary. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. It should be noted the Project GHG emissions are significant even when subtracting the existing GHG emissions from current development operating on the site (see Tables 5.7-3 and 5.7-4). This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this regulatory impact would also be significant.

Alternative 3 would generate GHG emissions during construction higher than those of the Project (i.e., in amount but likely in more than two phases) which would still be less than the SCAQMD threshold (see Table 5.7-3). It would also generate more GHG emissions during operation compared to the proposed Project due to the different mix of land uses (675,000 square feet of commercial and office uses and 270 multi-family units compared to 783,741 SF of new light industrial use, respectively). However, the combined amortized construction and operational GHG emissions would still not be reduced to less than significant levels based on the SCAQMD interim significance threshold of 10,000 $MTCO_2e$, as in Table 5.6-4. That conclusion includes subtracting GHG emissions from existing onsite land use activities and implementation of the various mitigation measures recommended for the proposed Project. Even with mitigation, certification of the EIR would require adoption of a Statement of Overriding Considerations for significant GHG emissions. This exceedance also means the Project would not be consistent with the City's Climate Action Plan (CAP) so this impact to regulatory plans would also be significant.

**Table 5.7-3: Project Construction GHG Emissions – Alternative 3**

| Construction Source | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Phase 1** | | | | | |
| Total Emissions | 8,618.0 | 0.5 | 0.6 | 8.4 | 8,815.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Phase 2B** | | | | | |
| Total Emissions | 1,543.2 | 0.1 | 0.1 | 1.3 | 1,575.6 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |
| **Alternative 3 Construction** | | | | | |
| Max. Phase Emissions(A) | 9,631.0 | 1.0 | 1.2 | 16.8 | 9,650.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | No |

Source: Table 4.8-4 for Phase 1 and 2B construction values

(A) Assumes same total of Phases 1 and 2B and assumes 2 phases for the commercial/office uses and the multi-family units. Estimate based on CalEEMod printout for this specific alternative.

**Table 5.7-4: Project Operation GHG Emissions – Alternative 3**

| Operational Source(A) | Annual GHG Emissions (MT / Year) | | | | |
|---|---|---|---|---|---|
| | $CO_2$ | $CH_4$ | $N_2O$ | Refrigerant ($CO_2e$) | $CO_2e$ |
| **Project (Phase 1 + 2B total with new construction and cogen)** | | | | | |
| Total Emissions | 43,840.0 | 15.7 | 2.6 | 30.0 | 44,082.0 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |
| **Alternative 3 Operation** | | | | | |
| Total Emissions(B) | 49,910.9 | 19.1 | 5.3 | 33.0 | 49,968.3 |
| SCAQMD Threshold | | | | | 10,000 |
| Exceeds Threshold? | | | | | Yes |

Source: Table 4.8-7 for Phase 1 and Table 4.8-9 for Phase 2B operational values

(A) Net emissions which Include subtracting emissions from operation of existing onsite land uses and implementation of recommended mitigation measures including applicable cap and trade covered emissions

(B) Assumes 1100% (+10%) for operational emissions of the proposed Project (combined both phases) based on the results of a CalEEMod printout specifically for this alternative.

Hazards and Hazardous Materials

Several environmental site assessments have been prepared over the years which did not identify any areas of contamination on or adjacent to the site. The nearest educational facility to

the Project site is the Good Steward Day Care and Preschool just east of the site across Utica Avenue just north of 4th Street.

Subsection 4.8.4 of the EIR indicates that construction of the Project has the potential to generate hazardous materials onsite over the short-term. There may be unanticipated buried materials onsite from construction or operation of past and present onsite uses (i.e., orchard, vineyard, farmhouse, and existing beverage distribution facility). The EIR recommended mitigation measure HAZ-1 to identify and properly remediate any unanticipated hazardous materials that are found during grading. In addition, existing buildings may have asbestos-containing materials (ACMs) and/or lead-based paint (LBP) so mitigation measures HAZ-2 and HAZ-3 specify surveys to identify and if found remediate these materials prior to developing the Project.

For industrial operation, the proposed Project is required to be consistent with the LHMP and prepare a HMBP that will address all the hazardous and potentially hazardous materials that are transported to, stored, used, or disposed of from the Project site. The HMBP must identify all chemicals and potentially hazardous materials that will be stored or used on the site. Subsection 4.8.4 determined the Project would not have any impacts on nearby educational facilities and was not on any governmental list of sites with issues involving hazardous materials. Any impacts are less than significant and no mitigation is required.

The Project site is located on the east side of Haven Avenue and north of 4th Street which would provide adequate local and regional emergency access via both the I-10 to the south and the I-15 to the east. Project impacts on emergency access are less than significant and no not require any mitigation.

The Project site is located within the Airport Influence Area (AIA) of the Ontario International Airport (OIA) and 1.95 miles north of the airport itself. To assure the new buildings of the Project do not interfere with OIA operations, mitigation measure HAZ-4 was recommended to restrict any Project lighting that might conflict with airport operations.

Similar to the proposed Project, Alternative 3 would develop the entire site but with a mix of different land uses (commercial, office, and multi-family residential) compared to 719,000 SF of new light industrial use under the Project. It is possible unanticipated hazardous materials may be found during grading so mitigation measure HAZ-1 would be required. The existing beverage distribution facility would be demolished under this Alternative so mitigation measures HAZ-2 and HAZ-3 regarding ACMs and LBP would be required. The site would still be within the AIA of OIA so development under Alternative 3 would require implementation of mitigation measure HAZ-4. In summary, with implementation of the identified mitigation measures and regulatory compliance, development of the site under Alternative 3 would have less than significant impacts related to hazards and hazardous materials, similar to the proposed Project.

<u>Hydrology and Water Quality</u>

The site is part of a large flat alluvial fan that occupies most of the western San Bernardino Valley. Runoff generally flows south away from the San Gabriel Mountains and toward the Santa Ana River to the south. The Project site is within the Santa Ana River watershed and runoff either percolates into the ground or eventually reaches the Pacific Ocean. The Project site is not located within a 100-year flood zone mapped by the Federal Emergency Management Agency (FEMA). The Project site is also not located in or proximate to any open water bodies or

reservoirs or within an identified dam inundation zone. The City is underlain by the Chino and Cucamonga groundwater basins, with the Cucamonga basin underlying the area located generally north of the Red Hill inferred fault and the Chino Basin underlying the area south of the fault. Groundwater levels and quality have been continuously monitored since the 1970s by the California Department of Water Resources at a well located approximately one-half mile west of the site. Recent groundwater elevations were found to be between 650 feet and 700 feet below ground surface.

Subsection 4.10.4 of the EIR indicates a detailed hydrology study and water quality management plan (WQMP) were prepared for the Project and its site. The WQMP identifies seven drainage management areas and proposes four water quality/detention basins for the Project site to prevent increases in downstream runoff that could impacts offsite properties and to protect onsite and offsite water quality. Subsection 4.10.4 concluded that compliance with the hydrology study and WQMP would result in less than significant drainage and water quality impacts such that no mitigation was required. A Water Supply Assessment was also prepared that determined the Project would have sufficient short- and long-term water supplies with construction and operation of a new groundwater well in cooperation with the Cucamonga Valley Water District (CVWD). The EIR determined the well was only planned to serve the Project and not CVWD's larger groundwater supply network. The EIR further determined the Project would have less than significant impacts related to hydrology and water quality with implementation of the Project as proposed, including the new water well, and regulatory compliance (i.e., no mitigation required).

Alternative 3 proposes to develop the entire site but with a mix of different uses compared to the proposed Project. It is unknown at this time if this alternative would expand water demand to the point of actually needing a new water well compared to the Project. However, it is assumed a new well would be needed for these new uses. Since the EIR determined the Project would have less than significant impacts on groundwater, it is reasonable to conclude this alternative would also have less than significant impacts in this regard. Similarly, Alternative 3 would require a different number, size, or location of detention/water quality basins due to supporting different uses. However, it is reasonable to conclude such improvements would not result in significant hydrological or water quality impacts compared to the Project since almost all of the site in either case could be covered by impervious surfaces other than landscaping. Therefore, it is likely Alternative 3 would also have less than significant impacts on hydrology and water quality with compliance with regulations and a water quality management plan similar to that of the proposed Project.

Land Use and Planning

The Project site is currently partially developed with warehouses and offices on 17.94 acres and 12.1 acres of vacant land. The Project site has a General Plan designation of 21st Century Employment District and is within the Mixed Employment 2 (ME2) zone. At present, the Project site is surrounded by land designated in the City's General Plan as 21st Century Employment District. Existing land uses in this district include light industrial, warehousing, commercial, vacant land, medical offices, hospitality uses, and professional offices.

There are no residences either on or adjacent to the Project site, so the proposed Project would not divide any existing neighborhood.

The proposed Project has a Master Plan and will not require a general plan amendment or a change of zone. The Project proposes a total of 1,054,541 square feet of new and expanded buildings with Phase 2 – Option A (reuse the existing building) or a total of 1,032,416 square feet of new and expanded buildings with Phase 2 – Option B (new building). The site has good vehicular access via the four surrounding improved streets and pedestrian access via sidewalks on surrounding roadways. The Master Plan identifies differences between the specific requirements of the proposed development and the ME-2 zoning and demonstrates the Master Plan achieves the overall goals for the onsite land use designation while allowing for the substantial expansion of the beverage distribution warehouse to start bottling. Subsection 4.11.4 of the EIR demonstrates the Project will be consistent with the General Plan and zoning as well as with surrounding land uses. Impacts were determined to be less than significant and no mitigation was required.

Alternative 3 proposes to develop the entire site but with a mix of different uses (675,000 square feet of commercial and office uses and 270 residential units) compared to the proposed Project (783,741 SF of new light industrial use). This Alternative would not require a Master Plan as its development characteristics would be consistent with the City Development Code (e.g., open space, parking, landscaping, etc.). It would also be designed to be consistent with the General Plan requirements for the 21st Century Employment District to the extent possible. Therefore, Alternative 3 would have reduced land use and planning impacts relative to the proposed Project, but still less than significant, and would not require mitigation.

Mineral Resources

The Project site and surrounding area do not contain any existing mineral development or any identified potential for mineral resource development.

Subsection 4.12.4 in the EIR concluded that since the Project area and immediate surrounding area did not contain any significant mineral resources, the proposed Project has no potential to cause any impact to mineral resources or values in the County.

Alternative 3 would develop the entire site but with a different mix of land uses compared to the proposed Project. Since the same size site would be developed, Alternative 3 would also have no potential to cause impacts to mineral resources, similar to the proposed Project.

Noise

The Project area and surrounding region are relatively urbanized and support residential, commercial, industrial, and other related land uses. These uses, along with major roads, freeways, railroad lines, and aircraft from the nearby Ontario International Airport, generate noise levels in the Project area commensurate with long-established urban communities.

Subsection 4.13.4 of the EIR determined the proposed Project would have less than significant noise impacts on surrounding land uses with implementation of several mitigation measures, including NOI-1 (limits on construction) and NOI-2 (noise verification study). Therefore, the EIR concluded Project construction and operation will not result in exposure of persons to or generation of noise or vibration levels in excess of standards established in the City's General Plan, as implemented by the City's Noise Ordinance.

Alternative 3 would allow for development of the entire site but would develop a mix of commercial, office, and multi-family units compared to the proposed Project (783,741 SF of new light industrial use). This mixed use development would generate different noise levels in terms of onsite stationary uses (air conditioning, etc.), onsite vehicular movement and parking, and offsite vehicular movement along surrounding roadways. However, the mixed uses would substantially more vehicular traffic so it is likely that noise from those sources would exceed those anticipated from the Project. It is also not known at this time if this alternative would require construction and operation of a new groundwater well which could generate noise from pump operation. This alternative would also utilize surface parking rather than constructing a new multi-story parking structure onsite. Noise impacts of the proposed Project were determined to be less than significant with mitigation. However, the mixed use development of this alternative would generate substantial additional traffic onto local streets which would likely result in noise impacts from offsite traffic. This Alternative 3 would implement mitigation similar to that identified for the proposed Project but would be focused on commercial/office and multi-family uses rather than light industrial uses. It is anticipated that noise impacts from this Alternative would be significant and unavoidable compared to those of the Project (i.e., less than significant with mitigation).

Population, Housing, and Employment

The Project area is part of the western San Bernardino Valley which contains a number of cities including Rancho Cucamonga that support a balance of residential land uses with housing and population and non-residential land uses that generate employment, The site currently contains a beverage distribution warehouse, another warehouse, and two offices on 17.94 acres with 12.1 vacant acres in the center of the site.

The proposed Project would operate similar to the existing facility but with a total of 484 employees at its maximum peak operational capacity (3 shifts per day, 6 days per week). Therefore, at full operation the Project would result in a total need for 289 workers but no new housing or population onsite. Subsection 4.14.4 of the EIR determined the Project would have less than significant impacts on local or regional population, housing, or employment impacts (the Project would actually provide a new source of employment for the City). No mitigation would be required for this impact.

Alternative 3 would introduce approximately 810 new residents (270 units X 3.0 persons/unit) and 600 new commercial and office employees rather than 484 new light industrial employees as under the proposed Project. This alternative would have more impact in terms of new housing and population compared to the Project but would likely generate more new employees in relation to the proposed Project. SCAG projections provided in Table 4.14-1 in Section 4.14, *Population and Housing*, indicate the City will grow by 24,800 persons and 9,600 units from 2016 to 2045 so the growth represented by this alternative would be incremental and be considered less than significant as it is well within the growth projections of the City and SCAG for the City in its Connect SoCal regional plan. Impacts would be increased over those of the Project but would still be less than significant and no mitigation would be required for this alternative.

Public Services

The Rancho Cucamonga Fire Protection District (RCFPD) provides fire protection services to the City and Fire Station 174 is the closest at 1.8 miles northeast of the site. The City contracts

with the San Bernardino County Sheriff's Department (SBCSD) for police services and their new Public Safety Facility is located at 8870 San Bernardino Road 2.5 miles northwest from the Project site. The Project site is within the Cucamonga School District (CSD), Chaffey Joint High School District (CJHSD), and next to the Ontario-Montclair School District (OMSD). Rancho Cucamonga Middle School at 10022 Feron Boulevard, is the nearest school to the project site, located approximately one mile northwest of the project site. The City's Community Services Department operates local park and recreational facilities and the closest City park is Old Town Park located at 10033 Feron Boulevard approximately 0.7-mile northwest of the site.

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. In addition, the RCFPD is supported by the San Bernardino County Fire Department as the designated Certified Unified Program Agency (CUPA) for hazardous materials issues within the County. This allows the SBCFD and RCFD to quickly identify risks to the public and respond quickly and appropriately to fires, spills and accidents involving hazardous materials at local industrial facilities. The Project will also pay a City Development Impact Fee (DIF) for local fire services. With regulatory compliance, the Project will have less than significant impacts on fire protective services.

The SBCSD provides police service to the Project area which will incrementally increase with the addition of new Project buildings and activities. The Project is non-residential in nature so it will not generate substantial housing or population and thus not have significant impacts relative to police, school, parks, or other public facilities or services (e.g., library, health care). In summary, Subsection 4.15.4 of the EIR concluded that the Project would have less than significant impacts on public services and no mitigation was required.

Alternative 3 would have similar public service needs compared to the proposed Project although its mix of land uses would be different than the proposed Project. Development of the site under this alternative would make onsite fire protection improvements and require an incremental increase in fire and police protection services. This alternative would not have to coordinate with the County regarding hazardous materials to the same degree as the proposed Project. Since Alternative 3 has a residential component, it would result in 270 additional housing units and 810 additional persons to the site which would increase long-term impacts on police, schools, parks, or other public services. However, the county recently completed a public safety facility including the Sheriff's Department in the City 1.2 miles from the Project site, and Fire Station 178 is currently being built 1.8 miles from the Project site. Therefore, similar to the Project, Alternative 3 would be expected to have less than significant impacts on public services with payment of DIF, payment of school impact fees, and related regulatory compliance, and no mitigation would be required.

Recreation

This alternative has residential uses (+270 units and +810 residents) which would generate an increase in demand for recreational facilities and programs. Therefore, recreational impacts of this alternative would be greater than those of the Project which has all non-residential uses. This alternative would be required to provide onsite recreational space and pay a Development

Impact Fee (DIF) for recreation. With onsite facilities and DIF payment, this alternative would have less than significant impacts on recreation.

Transportation

The Project area is served by existing arterial and collector roads that have been built to their full widths including improvements for pedestrians and bicyclists (sidewalks and bike lanes) as planned by the City. Primary access to the surrounding area, both local and regional, is provided by Haven Avenue (north-south) with more local access via 6th Street and 7th Street (east-west). Haven Avenue also provides more regional access to the I-10 Freeway 1.2 miles to the south (with direct ramps) and to the I-15 Freeway 1.5 miles east of the project site via connections to Foothill Boulevard 1.3 miles to the north and Fourth Street 0.5 mile to the south. Existing land uses on the Project site currently generate 1,115 total vehicle trips (passenger cars and trucks) and a passenger car equivalent (PCE or the increase in actual traffic impacts due to trucks being longer than passenger cars) of 1,681 trips. Vehicular trips generated by existing land uses on the Project site are shown in Table 5.7-5.

**Table 5.7-5: Trip Generation – Alternative 3**

| Vehicle Type | Peak Hour | | Average Daily Trips(A) | |
|---|---|---|---|---|
| | AM | PM | Number | Increase |
| **Existing Conditions** | | | | |
| Total Vehicles(B) | 86 | 59 | 1,115 | -- |
| Total PCE(C) | 117 | 79 | 1,681 | -- |
| **Proposed Project (net)(B)** | | | | |
| Total Vehicles(C) | 142 | 70 | 2,115 | +89.7% |
| Total PCE(D) | 282 | 167 | 4,399 | +161.7% |
| **Alternative 3 – Mixed Use(E)** | | | | |
| Total Vehicles(C) | 2,136 | 2,671 | 26,705 | +22,951% |
| Total PCE(D) | 2,286 | 2,858 | 28,575 | +15,998% |

Source: DEIR Tables 4.17-1 and 4.17-2, Fehr and Peers 2024

(F) Average daily passenger vehicles are based on a 6-day work week (Monday through Saturday). Truck distribution trips only occur 5 days out of the week (Monday through Friday) for the DC and 7th Street Warehouse. Percent is compared to Existing Conditions.

(G) Represents "net" trips which are gross Project or Alternative trips minus existing trips

(H) Cars and Trucks – Note: totals may not equal due to rounding.

(I) PCE represents the number of passenger cars (basic vehicles) displaced by each truck in the traffic stream under specific conditions of flow.

(J) Represents approximately 90% (-10%) of trips from the proposed Project

The Project traffic study estimated the proposed Project would generate a total of 2,053 passenger vehicle trips and 1,385 truck trips (F&P 2024). However, the study estimated the Project would generate a net of 2,323 total vehicle trips when existing trips are subtracted from the total Project trips (see Table 5.6-5). The Project would generate more than double the passenger vehicles generated by existing uses on the site, but almost three times the number of trucks over existing uses. Since the vehicular and non-vehicular circulation networks around the Project site are largely completed. The Project would pay established DIF fees and comply with

the City's requirements for any circulation-related improvements on site adjacent roads. Subsection 4.17.4 of the EIR concluded the Project would have less than significant traffic impacts with regulatory compliance and no mitigation was recommended other than for vehicle miles traveled (VMT) as shown below.

CEQA requires that traffic impacts are no longer calculated based on roadway or intersection congestion (referred to as Level of Service or LOS) but rather based on vehicle miles traveled or VMT. Table 5.7-6 compares the VMT impacts of Alternative 3 to those of the proposed Project. To assure that VMT impacts of the Project would be less than significant, the EIR recommended implementation of mitigation measure TRA-1 which involves developing and implementing a VMT/transportation demand management (TDM) Reduction Plan.

**Table 5.7-6: VMT Impacts – Alternative 3**

| Scenario | Link-Level VMT | Employees | Link-Level VMT/EMP | Above/Below Threshold (%) | Project Effect on VMT Impact? |
|---|---|---|---|---|---|
| **Proposed Project** | | | | | |
| Cumulative Without Project (2040) | 5,081,622 | 27,692 | 183.5 | -1.8% | No |
| Cumulative With Project (2040) | 5,083,076 | 28,211 | 180.2 | | |
| **Alternative 3** | | | | | |
| Cumulative Without Alternative (2040) | 5,081,622 | 27,692 | 183.5 | -4.8% | No |
| Cumulative With Alternative (2040) | 5,082,622 | 29,092 | 174.7 | | |

Source: EIR Table 4.17-5d, Project Impacts on VMT. Table 2, Ganddini 2024, San Bernardino Transportation Analysis Model

Alternative 3 would introduce a different mix of land uses to the site compared to the 719,000 total square feet of new light industrial uses under the proposed Project, Table 5.7-5 calculates this alternative would generate substantially more passenger vehicle traffic than the existing uses on the site (26,705 v. 1,115 trips) but would generate fewer large truck trips since its uses would be offices and retail commercial which use smaller delivery trucks. This Alternative would make any necessary vehicular and non-vehicular improvements to the site adjacent roadways and would also pay the appropriate DIF fee based on the new square footages of different uses (or units). Under this alternative, VMT impacts would be equal or less than those of the Project due to having a mix of residential and non-residential land uses which can reduce regional commuting trips. Under the VMT assessment methodology a mix of land uses would help reduce potential VMT impacts by offering both residences and sources of employment on the same site which could help over the long-term to reduce long regional commuting trips. With DIF and necessary circulation improvements adjacent to the site, Alternative 3 would have less than significant VMT-related impacts, similar to the impacts estimated for the proposed Project, and implementation of mitigation measure TRA-1.

<u>Tribal Cultural Resources</u>

The Project area has been subject to human occupation by Native American tribes for many thousands of years. The Project site was surveyed and no significant archaeological resources

were found, however, local tribal representatives consider the entire basin sensitive for tribal resources, including human remains.

Development of the proposed Project could result in impacts to tribal cultural resources if unanticipated artifacts or resources were found during grading. The General Plan EIR recommended standard Conditions of Approval (COA) 5.5-1 through 5.5-8 to address these resources. In addition, Subsection 4.5.4 of this EIR recommends three mitigation measures (CUL-1 through CUL-3) that focus on tribal cultural resources (selecting a project archaeologist, coordination with local tribal representatives, procedures if unanticipated resources are found, and procedures to follow if human remains are found). In addition, Subsection 4.18.4, Tribal Cultural Resources, recommends Mitigation Measures TCR-1 through TCR-4 with similar requirements as CUL-1 through CUL-3. With these measures, Subsection 4.18.4 of the EIR determined that impacts to tribal cultural resources would be less than significant with the recommended mitigation and regulatory compliance.

Alternative 3 would develop the entire Project site but with different land uses than under the proposed Project. However, the Alternative would still develop over the entire site, so development of the site under Alternative 3 would result in impacts to tribal cultural resources equivalent to those of the proposed Project (i.e., less than significant) and would implement the same General Plan conditions of approval and mitigation measures as recommended for cultural and tribal resources in Subsections 4.5.4 and 4.18.4 of the EIR.

Utilities and Service Systems

Water to the Project site would be supplied by the Cucamonga Valley Water District (CVWD) and potential impacts were evaluated in a Water Supply Assessment (WSA). Project wastewater would be collected and treated by the Inland Empire Utilities Agency (IEUA) which operates Regional Plant No. 4, Regional Plant No. 5, and the Carbon Canyon Water Reclamation Facility. Of those facilities, Regional Plants No. 1 and No. 4 serve CVWD. Solid waste disposal services in the City are provided by the commercial vendor Burrtec which offers residential, commercial, and construction waste collection. Municipal solid waste is transferred to landfills operated by the County of San Bernardino. The primary facility used by West Valley MRF is the Mid-Valley Landfill in Rialto. Southern California Edison (SCE) is the primary electrical services provider to the region while the Southern California Gas Company (SCGC) provides natural gas service to the region and City. Telephone services to the City are provided by Frontier Communications, whilst television and internet services are provided to the City and surrounding areas by Charter Communications.

The proposed Project would be served by the above-listed utility providers with connections to existing services (e.g., water lines, sewer lines) in or along the surrounding streets. The Project will also install a new groundwater well in coordination with CVWD to provide potable water only to the Project site. RTPs No. 1 and No. 4 both have excess capacity and since the Project is not residential in nature, it is not expected to generate substantial amounts of wastewater. Subsection 4.19.4 of the EIR determined that Project impacts to utility and service providers would be less than significant with regulatory compliance and utility improvements and connections shown on the Project plans.

Alternative 3 would have 600 employees and 810 new residents would consume approximately 150 gallons/person/day or 211,500 gallons/day of water including landscape irrigation (equal to 77.2 million gallons per year). Table 4.19-2 indicates the Project will consume 252-281 million

gallons of water per year so Alternative 3 would consume considerably less water than the Project.

This Alternative would also generate approximately 112,800 gallons of wastewater per day (0.1 MGD or 41.2 million gallons per year) based on 1,410 persons onsite generating approximately 80 gallons of wastewater per day. Impact Section UTS-3 in Section 4.19, Utilities, indicates the Project would generate 66,242 gallons per day of wastewater, so this alternative would generate considerably more wastewater than the proposed Project.

Alternative 3 would develop the entire Project site but a mix of land uses (commercial, office, and residential) compared to the light industrial uses of the proposed Project. It is estimated this alternative would require less utility service than the proposed Project based on standard consumption rates for its planned land uses and resulting employees and residents (1,410 total).

The CalEEMod run for this alternative indicates it would consume 7,657,000 kWh of electricity and 656,569 Million BTUs of natural gas each year. By comparison DEIR Section 4.19 indicates the proposed Project would consume 8,507,778 kWH/year and 729,521 Million BTUs of natural gas. Therefore, Alternative 3 would consume less electricity and natural gas than the proposed Project.

It is estimated the service population of Alternative 3 of 1,410 persons (i.e., employees and residents) would generate approximately 9 pounds/person/day of solid waste which equals 12,690 pounds/day or 6.3 tons/day of waste. DEIR Section 4.19 estimated the proposed Project would generate approximately 9.3 tons/day of solid waste. Therefore, Alternative 3 would generate less solid waste than the proposed Project.

This alternative would consume less water and energy supplies and generate less solid waste but more wastewater compared to the proposed Project. Since Alternative 3 has different uses than those of the Project, its impacts to utilities and service systems will be mixed but still considered to be less than significant and no mitigation recommended, similar to that of the proposed Project.

Wildfire

The proposed Project site is surrounded by non-residential buildings and is not within a Very High or High Fire Hazard Safety Zone. The Project will incrementally increase the need for fire protection services for the site due to the addition of industrial buildings. However, the Project will include its own fire prevention and protection systems (e.g., sprinklers, hydrants, spill containment dikes, etc.) and will not require the physical alteration of existing fire station facilities nor the construction of any new facilities. The Project would not introduce any improvements to the site that would exacerbate potential impacts of a major fire including water or air pollution resulting from a regional wildfire. Subsection 4.20.4 of the EIR concluded the Project would have less than significant impacts related to wildfire conditions and did not recommend any mitigation.

Alternative 3 would develop the entire site but with different uses compared to the proposed Project. This alternative would result in 810 new residents from the 270 multi-family units and 600 new employees from the new commercial and office uses. This is compared to 488 new employees as under the proposed Project. Alternative 3 has a mix of uses compared to the

Project but its impacts related to wildfires would be similar to those of the Project, so they would also be less than significant and no mitigation recommended.

**Summary of Impacts - Alternative 3**

The preceding analysis concludes that Alternative 3 – Mixed Use (C/O/R), would have the following less than significant impacts that are equivalent to those of the proposed Project due to the fact the entire site will be disturbed:

- Agriculture and Forest Resources
- Biological Resources
- Cultural Resources
- Geology, Soils, and Paleontological Resources
- Mineral Resources
- Tribal Cultural Resources

The preceding analysis concludes that Alternative 3 would have the following reduced and less than significant impacts relative to those of the proposed Project based on the analysis of the mix of land use proposed for this alternative (i.e., commercial, office, and residential):

- Aesthetics
- Air Quality (health risks, odors)
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Population, Housing, and Employment
- Public Services
- Recreation
- Utilities and Service Systems
- Transportation
- Wildfire

The preceding analysis concludes that Alternative 3 would have the following impacts that are less than those of the proposed Project but are still significant and unavoidable even with implementation of all recommended feasible mitigation measures:

- Air Quality (AQMP Consistency, project and cumulative VOC, NOx, CO, $PM_{10}$, and $PM_{2.5}$ emissions)
- Greenhouse Gas Emissions
- Noise and Vibration (from increased vehicular traffic)

## 5.8 Summary of Impacts

All three of the development Alternatives reduce the impacts of the Project related to trip generation (air quality, health risks, energy, greenhouse gases, and noise) to different degrees based on the amount of square footage reduced compared to the proposed Project (i.e., Alternative 1 = -40%, Alternative 2 = -30%, and Alternative 3 = different uses). However, none of the alternatives eliminates or reduces the two significant and unavoidable impacts of the Project (i.e., VOC and NOx operational air pollutant emissions and greenhouse gas emissions) to less than significant levels. In addition, Alternative 3 would likely result in significant noise impacts due to its substantial increase in vehicular traffic. The analysis of potential impacts of the alternatives in Subsections 5.4 through 5.6 are summarized in Table 5.8-1 below.

**Table 5.8-1: Impacts of Alternatives Compared to Project Impacts**

| Impact/Resource | Proposed Project | No Project Alternative | Alternative 1: Expand Existing Facility | Alternative 2: Reduced Intensity | Alternative 3: Mixed Use (C/O/R) |
|---|---|---|---|---|---|
| Aesthetics | LTS | NI | Reduced LTS | Reduced LTS | Reduced LTS |
| Agriculture & Forest | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Air Quality | **SU** | LTS | **Reduced SU** | **Reduced SU** | **Increased SU** |
| Biological Resources | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Cultural Resources | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Energy | LTS | LTS | Reduced LTS | Reduced LTS | Reduced LTS |
| Geology & Soils | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Greenhouse Gases | **SU** | LTS | **Reduced SU** | **Reduced SU** | **Increased SU** |
| Hazards & Hazardous Materials | LTS | LTS | Similar LTS | Similar LTS | Similar LTS |
| Hydrology & Water Quality | LTS | LTS | Similar LTS | Similar LTS | Similar LTS |
| Land Use | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Mineral Resources | NI | NI | Similar NI | Similar NI | Similar NI |
| Noise | LTS | LTS | Reduced LTS | Reduced LTS | **Increased SU** |
| Population & Housing | LTS | NI | Reduced LTS | Reduced LTS | Increased Similar LTS |
| Public Services | LTS | LTS | Reduced LTS | Reduced LTS | Increased LTS |
| Recreation | LTS | NI | Reduced LTS | Reduced LTS | Increased LTS |
| Transportation (VMT) | LTS | LTS | Reduced LTS | Reduced LTS | Reduced LTS |
| Tribal Cultural Resources | LTS | NI | Similar LTS | Similar LTS | Similar LTS |
| Utilities & Service Systems | LTS | LTS | Reduced LTS | Reduced LTS | Reduced LTS |
| Wildfire | NI | NI | Similar NI | Similar NI | Similar NI |
| Significant Impacts | 2 | 0 | 2 | 2 | 3 |

Source: MIG, 2025 NOTE: Alternative 3 is considered a "No Project – General Plan Consistent Development" Alternative
LTS= Less Than Significant Impact
NI = No Impact
Reduced = Impact of the Alternative is reduced from that of the Project
Similar = Impact of the Alternative is similar to that of the Project
**SU** = **Significant and Unavoidable Impact**

## 5.9 Consistency with Project Objectives

The No Project Alternative does not meet the Project Objectives since it involves no development. Alternatives 1 and 2 do not meet the Project Objectives to nearly the same degree as the proposed Project because they do not provide sufficient additional space to adequately manufacture, bottle, and distribute the planned beverages on the scale envisioned by the Project. In addition, Alternative 3 does not meet the Objectives of the Project because it proposes land uses that are consistent with the General Plan and zoning but do not provide for expanded beverage distribution and new bottling capabilities which is proposed by the Project. Table 5.9-1 summarizes if or the degree to which the three alternatives meet the Project Objectives.

**Table 5.9-1: Project Objectives Consistency Analysis**

| Project Objective | No Project Alternative | Alternative 1 Expand Existing Facility | Alternative 2 Reduced Intensity | Alternative 3 Mixed Use |
|---|---|---|---|---|
| Objective 1: Facilitate the continued operation of the existing distribution facility with expanded operations and employment capacity. | Partially meets the Objective | Partially meets the Objective | Partially meets the Objective | Does not meet the Objective |
| Objective 2: Redevelop an existing industrial site with modern and sustainable facilities, including large-scale buildings, intricate manufacturing processes, and large employment opportunities | Does not meet the Objective | Partially meets the Objective | Meets the Objective | Does not meet the Objective |
| Objective 3: Develop and operate an attractive state-of-the-art manufacturing and distribution facility in the city that meets industry standards to be competitive with similar facilities in the region. | Does not meet the Objective | Partially meets the Objective | Partially meets the Objective | Does not meet the Objective |
| Objective 4: Maximize the efficiency of the existing operations during the expansion process by providing interim manufacturing steps within the same building envelope. | Does not meet the Objective | Does not meet the Objective | Meets the Objective | Does not meet the Objective |
| Objective 5: Develop and operate a production and bottling facility that positively contributes to the local economy through new capital investment and the creation of new employment opportunities, including opportunities for highly-trained workers. | Does not meet the Objective | Partially meets the Objective | Meets the Objective | Does not meet the Objective |
| Objective 6: Develop an industrial and manufacturing facility that is in close proximity to Interstate 10, Interstate 15, and other major | Does not meet the Objective | Meets the Objective | Meets the Objective | Does not meet the Objective |

| Project Objective | No Project Alternative | Alternative 1 Expand Existing Facility | Alternative 2 Reduced Intensity | Alternative 3 Mixed Use |
|---|---|---|---|---|
| transportation arterial roadways, to support the production of consumer goods and the distribution of manufactured goods throughout the region. | | | | |
| Objective 7: Implement a microgrid energy production system via cogeneration to minimize manufacturing waste and to reduce the demand on existing public services and systems while employing carbon-reducing technologies and reduce the facility's potential climate impact. | Does not meet the Objective | Does not meet objective – cogeneration facility not feasible at proposed level of expansion under alternative | Meets the Objective | Does not meet the Objective |
| **Summary of the degree to which the Alternative meets the Project Objectives** | Does not meet any of the Objectives | Does not meet the Objectives to nearly the same degree as the Project | Partially meets the Objectives | Does not meet the Objectives |

## *5.10 Environmentally Superior Alternative*

Based on the analysis in Section 5.3 through 5.7, the No Project Alternative eliminates the significant impacts of the Project, so it is environmentally superior to the Project but it does not achieve any of the Project Objectives. Therefore, one of the development alternatives must be identified as an environmentally superior alternative as well.

Alternative 1 – Expand Existing Facility, reduces potential impacts of the Project to the greatest extent practical although it does not eliminate or reduce either of the significant and unavoidable impacts of the Project (air quality and greenhouse gas emissions) to less than significant levels. Alternative 2 also reduce impacts of the proposed Project but not nearly to the same degree as Alternative 1 and also does not eliminate either of the significant impacts of the Project. In addition, Alternative 3 would likely result in significant noise impacts due to its substantial increase in vehicular traffic so it would result in three significant and unavoidable impacts compared to the two significant impacts of Alternatives 1 and 2 and the proposed Project.

Alternatives 1 and 2 do not meet the Project Objectives to nearly the same degree as the proposed Project because they do not provide sufficient space to create a unified beverage manufacturing, bottling, and distribution facility as envisioned by the proposed Project. Alternative 3 does not meet the Objectives of the Project because it proposes a mix of land uses that do not include a larger beverage bottling and distribution facility as included in the proposed Project.

For these reasons, Alternative 1 – Expand Existing Facility, is determined to be the Environmentally Superior Alternative to the proposed Project.

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# 6.0 CEQA-MANDATED SECTIONS

The State CEQA Guidelines Section 15126 requires an Environmental Impact Report (EIR) to describe the broader effects of a project in relationship to the surrounding environment, in addition to detailed technical analysis of a project's impacts on the environment. The topics covered in this chapter address this requirement and identify significant and unavoidable Project impacts, growth inducement associated with the proposed Project, and significant irreversible changes associated with the proposed Project if approved and subsequently constructed. In addition, this chapter briefly addresses topics included in Appendix F of the CEQA Guidelines as it relates to the broader effects of the proposed Project and provides a discussion of the potentially significant energy implications of the Project. A more detailed analysis of the effects the proposed Project would have on energy conservation is addressed in *Section 4.*6*, Energy* of this Draft EIR. In addition, a detailed analysis of the effects of the proposed Project on each of the environmental resource topics identified in Appendix G of the State CEQA Guidelines is provided in *Section 4.1* through *Section 4.20* of this Draft EIR.

## 6.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires that the EIR "discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable...." The CEQA Guidelines (Section 15355) define "cumulative impacts" as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

The level of expected future development in the City and surrounding areas is substantial (i.e., 174 projects in four jurisdictions with 8,362 residential units and approximately 15 million square feet of non-residential development). In addition, the City General Plan indicates population and housing growth will continue into the future (i.e., over the next 20 years or until 2045)

For the benefit of the reader, the analysis of cumulative impacts is provided in each of the sub-sections evaluating the 20 individual environmental issues (agriculture, biological resources, hydrology, etc.) in Section 4 of this EIR. Those individual sections concluded the proposed Project would only make a substantial contribution to the following cumulatively considerable or significant regional impacts:

- Generation of NOx air pollutant emissions during daily operations that are in excess of SCAQMD daily thresholds (Section 4.3); and
- Emission of greenhouse gases during daily operations that are in excess of SCAQMD annual thresholds (Section 4.8).

For the remaining impacts the Project either had no impact (i.e., no contribution) or a less than significant contribution to any regionally significant cumulative impacts. It is important to note that potential cumulative impacts of the Project will be equivalent under either the Phase 1 plus Phase 2A scenario or the Phase 1 plus Phase 2B scenario.

## 6.2 GROWTH-INDUCING EFFECTS

CEQA Guidelines Section 15126.2(d) requires that the EIR discuss "...the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."

State CEQA Guidelines Section 15126.2(e) requires that EIRs include a discussion of ways in which a proposed Project could induce growth. The State CEQA Guidelines identify a project as "growth-inducing" if it fosters economic or population growth or if it encourages the construction of additional housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. The proposed Project would therefore have a growth-inducing impact if it would:

- Directly or indirectly foster economic or population growth, or the construction of additional housing;
- Remove obstacles to population growth;
- Require the construction of new or expanded facilities that could cause significant environmental effects; or
- Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

A project's potential to induce growth does not automatically result in growth. Growth can only happen through capital investment in new economic opportunities by the private or public sectors. Under CEQA, the potential for growth inducement is not considered necessarily detrimental nor necessarily beneficial, and neither is it automatically considered to be of little significance to the environment. This issue is presented to provide additional information on ways in which the Project could contribute to significant changes in the environment, beyond the direct consequences of implementing the Project examined in the preceding sections of this Draft EIR. Potential growth-inducing effects are examined through analysis of the following questions:

**Would the Project directly or indirectly foster economic or population growth, or the construction of additional housing?**

The Project's development would foster significant economic growth in terms of employment and City revenues but would not result in significant population growth within the City directly or indirectly. Any growth would also be indirect as the Project is light industrial in nature and is not speculative (i.e., it has a specific end user which is the same as that currently operates the onsite beverage distribution center).

### Economic Growth

The Project would directly and could indirectly create significant economic growth within the City. While the Project site would generate property tax and other revenue to the City, compared to the City's overall finances it represents only a modest increase. Construction of the Project site would generate employment consistent with other similar construction activities, and only temporarily until construction activities are complete. Most construction workers would be anticipated to come from within the City or from the surrounding region, which already has a population of substantial size to supply the needed workers.

**Employment**

The California Employment Development Department (EDD) calculated the City's workforce to be 99,300 persons at present with an unemployment rate of 3.4%. *Section 4.14, Population and Housing* of this Draft EIR used average employee generation rates presented in the Southern California Association of Governments (SCAG) Employment Density Report to calculate the number of employees created by the Project. The calculations concluded that the Project would potentially generate 488 employees. This is less than the 3,376 unemployed persons within the City as estimated by the EDD, however, the Project could spur an indirect boost in population since Project employees could come from existing City unemployment numbers or from workers in the surrounding region.

**Population and Housing**

According to the California Department of Finance (DOF) the estimated population of the City reached 173,345 persons in the year 2023. The Project, at the time of its implementation, would likely only have an indirect effect on the City's population through the overall incremental expansion of economic activity and employment within the City.

The DOF estimates that the City contains 61,158 housing units of which approximately CC percent are occupied. The Project is not expected to directly affect the housing availability within the City since the Project does not directly or indirectly propose the creation of new housing stock within the City or renovations to existing housing units are included as objectives. The proposed non-residential uses would not create an increase in the City's population and therefore would not prompt the creation of additional housing stock. Indirectly, the Project could affect housing stock due to the expansion of the City's economic potential.

**Would the Project remove obstacles to population growth?**

The Project site currently supports two office buildings, a beverage distribution facility, and a warehouse. The existing structures except for one office building would be removed along with supporting infrastructure such as existing driveways, buildings, and parking. The removal of the existing structures would not induce population growth since they would be replaced with the proposed Project non-residential facilities.

**Would the Project require the construction of new or expanded facilities that could cause significant environmental effects?**

The Project site has been previously disturbed and developed with office and warehousing uses. The new uses proposed by the Project would require new utility and infrastructure improvements in order to function. The development of the entire Project site has the potential to create some significant environmental effects but other than air pollutants in terms of VOCs and NOx and greenhouse gas emissions, the EIR did not identify any significant adverse and unavoidable environmental impacts.

**Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.**

Construction activities for the Project site would be temporary in nature and properly mitigated in an effort to reduce impacts the lowest practical levels. Activities associated with the operation of

the Project site would be similar to those of other similar projects in the City. This includes daily commutes for passenger vehicles and material trucks.

## 6.3 SIGNIFICANT UNAVOIDABLE IMPACTS

CEQA Guidelines Section 15126.2(b) requires that the EIR discuss "significant environmental effects which cannot be avoided if the proposed Project is implemented." The impacts listed below are identified as significant and unavoidable for one of four reasons: 1) no potentially feasible mitigation has been identified; 2) potential mitigation has been identified but may be found by the Lead Agency to be infeasible; 3) with implementation of feasible mitigation, the impact still would not, or might not, be reduced to a less-than-significant level; or 4) implementation of the mitigation measure would require approval of another jurisdictional agency, whose approval will be pursued by the Lead Agency but cannot be guaranteed as of the publication of this EIR. The following impacts have been identified in this EIR as significant and unavoidable:

- Air pollutant emissions in terms of AQMP consistency, exceeding SCAQMD daily NOx significance thresholds for operation, and combined regional Phase 1 operational and Phase 2B regional construction even with implementation of all feasible recommended mitigation; and
- Greenhouse gas emissions that exceed SCAQMD daily significance thresholds even with implementation of all feasible recommended mitigation.

## 6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

This section identifies any environmental changes that would be caused by a proposed project that could not be reversed in the foreseeable future. Examples include: primary or secondary impacts of the Project that would generally commit future generations to similar uses (e.g., roadway or utility that would provide access or services to a previously inaccessible area); uses of nonrenewable resources during either or both phases of the Project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the Project.

### Changes in Land Use Which Commit Future Generations

Impacts associated with the Project are largely less than significant with mitigation applied. The Project's potential impacts, though, would not commit future generations to similar uses. The Project does not involve heavy industrial uses that would leave the area unfit for human occupation or for redevelopment. Although the Project would be developed in a and use category or zoning classification that permits large light manufacturing upon the approval of a conditional use permit for which the applicant has applied, the Project does not actually propose uses beyond light industrial, warehousing, and office uses similar to those in the surrounding area. No earthwork activities are beyond Project construction. The land on which the Project would be constructed would be graded and developed for several large-scale buildings. Development of the Project would constitute a long-term commitment of land and resources to these uses, as it is unlikely that circumstances would arise that would justify the return of the land to its original or prior condition.

### Consumption of Non-Renewable Resources

A variety of resources, including land, energy, water, construction materials, and human resources would be irretrievably committed for the Project's initial construction, infrastructure installation, and connection to existing utilities and its continued operation and maintenance. Construction of the Project would require the commitment of a variety of other non-renewable or slowly renewable natural resources such as lumber and other forest products, sand and gravel, asphalt, petrochemicals, including fossil fuels, and metals.

Fossil fuels would serve as energy sources during both Project construction and operations. Fossil fuels would be used by construction vehicles and heavy equipment during the construction period and by vehicles and equipment used during Project operations. Though the Project would endeavor to utilize fossil fuels efficiently, their use would be vital for construction and operations activities, making their nonuse unlikely. By nature, fossil fuel consumption cannot be replaced once used. However, fossil fuels would not be stored on the Project site in such a way that they could not be removed at the end of the Project's life. Some construction and operational equipment such as forklifts may be electrified and therefore not rely on fossil fuels. Other vehicles and equipment used by the Project in both construction and operational phases would utilize fossil fuels.

The Project would also require the commitment of land on which the Project would be developed for light industrial use. The land would be occupied by new light industrial, warehouse, and office buildings, drive aisles, surface parking, and landscaping. These structures and improvements would be able to be removed at the end of the Project's life if needed. These proposed improvements are potentially capable of removal or reuse after the end of the Project. Although changes to the parcels are designed to remain for the life of the Project and beyond, these changes may be amendable by future uses beyond the life of the Project.

### Irreversible Damage from Environmental Accidents

The Project is intended to develop several large light industrial/warehousing facilities with offices that are not anticipated to release hazardous materials into the environment. The operations of the proposed beverage production, bottling and distribution uses would involve the use of limited hazardous materials and substances notably cleaners, paints, solvents, fertilizers, and pesticides. The Project would also comply with any relevant environmental policy regarding the storage and disposal of hazardous materials. Through this compliance the Project would minimize the potential for any environmental impacts due to accidental discharges. Mitigation measures have also been proposed to further prepare for potential accidents including the preparation of a Hazardous Materials Risk Management Plan to manage the usage and storage of hazardous materials on site. With the addition of mitigation and compliance with federal, state, and regional regulations and laws, the Project is not expected to produce accidents that would pose an irreversible risk to the surrounding environment.

### Consumption of Resources Not Justified

The Project would comply with any applicable federal, state, and local regulation and law regarding the use of resources during both construction and operations. The resources consumed by the Project would also include water, electricity, natural gas, and fossil fuels.

The estimated water demand for the Project was calculated using average estimates for similar uses according to the water provider, Cucamonga Valley Water District (CVWD). Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24. The estimated energy and natural gas usage rates are based on averages provided by the California Emissions Estimator Model (CalEEMod).

The energy associated with Project construction includes electricity use associated with water utilized for dust control, diesel fuel from on-road hauling trips, vendor trips, and off-road construction diesel equipment, as well as gasoline fuel from on-road worker commute trips. The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. Project operations would not substantially affect existing regional or state-wide energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. A more detailed analysis of the effects the Project would have on energy is addressed in *Section 4.*6*, Energy* of this Draft EIR. The Project was also determined to produce a less than significant impact related to public services such as police and fire protection.

## 6.5 MANDATORY FINDINGS OF SIGNIFICANCE

State CEQA Guidelines Section 15065(a)(1)-(4) requires preparation of an EIR when certain specified impacts may result from construction or implementation of a project. The EIR conclude a finding of significance if the Project:

**Has the potential to*:* substantially degrade the quality of the environment*;* substantially reduce the habitat of a fish or wildlife species*;* cause a fish or wildlife population to drop below self-sustaining levels*;* threaten to eliminate a plant or animal community*;* substantially reduce the number or restrict the range of an endangered, rare or threatened species*;* or eliminate important examples of the major periods of California history or prehistory.**

A finding of significance is determined if a project “has the potential to substantially degrade the quality of the environment.” In practice, this is the same standard as a significant effect on the environment, which is defined in Section 15382 of the CEQA Guidelines as having “a substantial or potentially adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.”

The EIR for the Project fully addresses all of the Mandatory Findings of Significance. This Draft EIR in its entirety addresses and discloses all known potential environmental effects associated with the development of the Project including direct, indirect, and cumulative impacts in the following resource areas:

- □ Aesthetics
- □ Air Quality
- □ Agricultural and Forestry Resources
- □ Biological Resources
- □ Cultural Resources
- □ Energy
- □ Geology and Soils
- □ Greenhouse Gas Emissions
- □ Land Use and Planning
- □ Mineral Resources
- □ Noise
- □ Population and Housing
- □ Public Services & Recreation
- □ Transportation
- □ Tribal Cultural Resources
- □ Utilities and Service Systems

- Hazards and Hazardous Materials
- Wildfire
- Hydrology and Water Quality

All environmental impacts associated with the Project are discussed fully in the analysis chapters of this Draft EIR (Sections 4.1 through 4.20). Any significant impacts stemming from the Project would be mitigated to levels that are less than significant except for VOC, NOx, and greenhouse gas emissions as stated above. A summary of all potential environmental impacts, level of significance and mitigation measures is provided in *Section 1.0, Executive Summary*.

Endemic and endangered animals within California and the Project's potential effect on those species are fully discussed in *Section 4.4, Biological Resources* of this Draft EIR. The section found that the Project site had a low capability to harbor special status plants and animals. Nevertheless, mitigation was proposed in the section to further reduce the risk to special status species. *Section 4.5, Cultural Resources* of the Draft EIR analyzed the potential historic and prehistoric resource impacts that could occur due to the implementation of the Project and found no recorded historic or prehistoric resources on the Project site. Mitigation proposed within the section would include the retainment of a professional archaeologist and paleontologist to further minimize potential effects to unanticipated archaeological and tribal cultural resources. The mitigation presented in the section further lowered the significance of the potential impacts to less than significant levels.

**The Project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.**

The Project would occupy an area previously used by industrial, office and agricultural purposes. The development of the Project would not only be consistent with the City's General Plan, but also with the existing uses of the Project area. *Section 6.3, Significant Irreversible Environmental Changes*, of this document addresses the short-term and irretrievable commitment of natural resources to ensure that the consumption is justified on a long-term basis. In addition, *Section 1.0*, *Executive Summary*, identifies all significant and unavoidable impacts that could occur that would result in a long-term impact on the environment. Lastly, *Section 6.2*, *Growth-Inducing Impacts of the Proposed Action*, identifies any long-term environmental impacts associated with economic and population growth that are associated with the Project.

**The Project has possible environmental effects that are individually limited but cumulatively considerable.**

State CEQA Guidelines Section 15065(a)(3) defines "cumulatively considerable as times when "the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Aside from impacts related to VOC, NOx, and greenhouse gas emissions which are significant and unavoidable, the Project site would result in impacts at the project level that were found to have no impact, be less than significant, or be less than significant with mitigation. This Draft EIR provides a cumulative impact analysis only for all thresholds that result in a less than significant impact, a potentially significant impact unless mitigated, or a significant and unavoidable impact. Cumulative impacts are addressed for each of the environmental topics listed above and are provided in Section 4.1 through Section 4.20 and summarized in Section 6.1 of this Draft EIR.

**The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.**

As required by Section 15065(a)(4) of the CEQA Guidelines, "A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur: the environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly." Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This standard relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could directly or indirectly affect human beings would be possible in all of the CEQA issue areas previously listed, those that could directly affect human beings include aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, land use and planning, public services and utilities, transportation/traffic, water resources, wildfire hazards, and climate change, all of which are addressed in the appropriate sections of this Draft EIR; refer to Table of Contents for specific section numbers.

The Project has the potential to create impacts that could cause adverse effects on human beings. Many of these effects are created during the construction phase of the Project which would be temporary in nature and would occur over the relatively short-term construction phase. Over the long-term, indirect impacts to humans would result from significant NOx air pollutant and GHG emissions during operation of the Project site even with implementation of mitigation. Mitigation measures created for the potential impacts of the Project are detailed in *Section 4.1* through *Section 4.20* of this Draft EIR. Similarly, any operational impacts foreseen for the Project would be mitigated to their lowest amount of significance. Other than VOC, NOx, and greenhouse gas emissions, no significant impacts were found in the analysis of the Project after implementation of mitigation

## 6.6 EFFECTS DETERMINED NOT TO BE SIGNIFICANT

Pursuant to Section 15128 of the State CEQA Guidelines, "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

A Notice of Preparation was circulated for the Project by the Lead Agency, the City of Rancho Cucamonga. It was determined that detailed discussion and analysis for all environmental resource areas included in the State CEQA Guidelines, Appendix G would be evaluated in this Draft EIR. Therefore, an Initial Study was not prepared for the Project.

The potential environmental impacts associated with the Project are discussed in *Sections 4.1* through *4.20* of this Draft EIR. As identified through the analysis, and summarized in *Section 1.0, Executive Summary* of this Draft EIR, the Project would result in less than significant impacts, or less than significant impacts with incorporation of project-specific mitigation measures for all resource areas except air quality and greenhouse gas emissions as analyzed in this Draft EIR and as outlined above.

# 7.0 – Preparation Team

## *7.1 Lead Agency*

City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
(909) 477-2750

Sean McPherson, AICP, Principal Planner
Claudia Vargas, Associate Planner

## *7.2 Consultants to the Lead Agency*

### *Environmental Analysis*

**Moore-Iacofano-Goltsman, Inc.**
1650 Spruce Street, Suite 106
Riverside, California 92507
951-787-9222

Pam Steele, Principal
Kent Norton, AICP, REPA, Senior Project Manager
Bob Prasse, Director of Environmental Services
Chris Dugan, Director of Air Quality, Greenhouse Gases and Noise Services
Phillip Gleason, Senior Environmental Analyst
Betty Kempton, Ph.D., Senior Biologist
Cameron Hile, Senior Analyst

### Transportation

**Ganddini Group**
555 Parkcenter Drive, Suite 225
Santa Ana, CA 92705
714-795-3100

Giancarlo Ganddini, PE, PTP, Principal
Bryan Crawford, Senior Transportation Planner

**Fehr & Peers, Inc.**
600 Wilshire Boulevard, Suite 1050
Los Angeles, CA 90017
213-261-3050

Fatemeh Ranaiefar, PhD, Senior Associate
Josh Steiner, Senior Transportation Planner

**Cultural Resources**

**Duke CRM**
18 Techology Drive, Suite 103
Irvine, CA 92618
(949) 356-6660

Morgan Beigle, MA, RPA, Archeologist
Brian Kussman, BA, Paleontologist

**Biological Resources**

**ELMT Consulting, Inc.**
2201 N. Grand Avenue #10098
Santa Ana, California 92711

Thom McGill, Ph.D., Principal
Travis J. McGill, Principal