

Appendix A

Notice of Preparation,
Comment Letters, and Initial Study
Environmental Checklist

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Notice of Preparation

City of Rancho Cucamonga

Notice of Preparation of a Draft EIR and Notice of Public Scoping Meeting

Date: November 1, 2023

To: Responsible Agencies, Trustee Agencies, Office of Planning and Research, San Bernardino County Clerk, and Other Interested Parties

RE: Notice of Preparation of a Draft Environmental Impact Report and Notice of a Public Scoping Meeting for the **Arrow Commerce Center Project**

Lead Agency

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

Consultant to the City

Ascent
15642 Sand Canyon, #54491
Irvine, CA 92619

This Notice of Preparation (NOP) has been prepared pursuant to Public Resources Code §21092 and §15082 of the California Environmental Quality Act (CEQA) Guidelines, and includes the required contents, including a project description and a list of the environmental issues to be examined in the environmental impact report (EIR).

Project Title

Arrow Commerce Center Project

Project Location

The project site is located at 12451 Arrow Route in the City of Rancho Cucamonga. Additional addresses for the project site include 12343, 12353, 12455, and 12459-B Arrow Route. The project site is identified by four Assessor Parcel Numbers: 0229-121-33; 0229-121-34; 0229-121-35; and 0229-131-19 and includes approximately 4,105,388 square feet (94.247 acres) of gross lot area and 3,513,101 square feet of net lot area (approximately 80.65 acres). The project site is bounded by Arrow Route to the north, industrial land uses to the east, the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the south, and industrial manufacturing and undeveloped land uses to the west. The project site is located within the Neo-Industrial and Industrial Employment Districts of the City and is zoned Neo-Industrial (NI) and Industrial Employment (IE). The proposed project's regional setting and vicinity are shown on Figures 1 and 2, respectively.

Project Overview

BTC III Arrow Route CC, LP (applicant) is proposing to redevelop the project site that was previously operated as a heavy industrial legacy use into a modern Class A warehouse facility. The proposed project would include site clearing of surface paved areas and the construction, use, and maintenance of five single-story (single-story with mezzanine) buildings for general warehouse space, associated office space, and loading docks for truck trailers, and include 922 automobile parking spaces and 424 truck trailer parking spaces. The proposed project would also include the creation of a new vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide roughly 10 percent landscape coverage. In total, the proposed project would introduce approximately 1,830,729 gross square feet of new building floor area. Vehicle access to the project site would be provided by public roadways connecting the project site to Arrow Route and potentially Etiwanda Avenue.

The proposed site plan is shown on Figure 3. Table 1 provides a summary of proposed building square footage and parking stalls for the proposed project.

Table 1. Summary of Proposed Building Square Footage and Parking Stalls

Building Number	Warehouse (sf)	Office 1st Floor (sf)	Office 2nd Floor (sf)	Total Building (sf)	Automobile Parking Stalls		Trailer Parking Stalls	
					Required	Provided	Required	Provided
1	80,223	7,000	3,000	90,223	80	81	11	11
2	73,929	5,000	3,000	81,929	70	70	8	8
3	62,637	5,000	3,000	70,637	68	69	8	8
4	1,020,861	30,000	20,000	1,070,861	475	478	158	300
5	497,079	10,000	10,000	517,079	224	224	97	97
TOTAL	1,734,729	57,000	39,000	1,830,729	918	922	223	424

Notes:

sf = square feet

Source: HPA Architecture, February 6, 2023.

The types of tenants that would occupy the proposed buildings and the resulting business activities that would be conducted are not known at this time. For the purpose of evaluating the proposed project's environmental effects in the Draft EIR, the proposed buildings will be assumed to be used as a combination of General Warehouse and Distribution, Manufacturing, High-Cube Fulfillment Center (non-sorting), and High-Cube Cold Storage Warehouse. The proposed project will require approval of the following applications from the City: design review, tentative and final parcel map, conditional use permit, zoning map amendment, master plan, and a development agreement.

Environmental Topics to be Evaluated in the Draft EIR

Pursuant to §21165 of the California Public Resources Code and §15050 of the CEQA Guidelines, the City of Rancho Cucamonga will be the lead agency for preparation of a Draft EIR to evaluate the environmental impacts of the proposed Arrow Commerce Center Project. Based on the results of the attached Initial Study Environmental Checklist, the following environmental topics are anticipated to be addressed in the Draft EIR:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Energy
- ▶ Geology and Soils
- ▶ Greenhouse Gas Emissions
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Noise
- ▶ Public Services
- ▶ Transportation
- ▶ Tribal Cultural Resources
- ▶ Utilities and Service Systems

In addition, the following environmental topics are not anticipated to be addressed in the Draft EIR because the Initial Study Environmental Checklist also shows that the proposed project would not result in potentially significant impacts:

- ▶ Agricultural and Forestry Resources
- ▶ Mineral Resources
- ▶ Population and Housing
- ▶ Recreation
- ▶ Wildfire

NOP Public Review Period

CEQA requires a 30-day public review period for an NOP. In accordance with CEQA, should you have any comments, please provide a written response to this NOP within the 30-day NOP period, which begins November 1, 2023, and ends on November 30, 2023.

The City is requesting comments and guidance on the scope and content of the Draft EIR from Responsible and Trustee agencies, interested public agencies, organizations, and the general public (pursuant to CEQA Guidelines §15082). All parties that have submitted in writing their names and mailing addresses to the City will be notified as part of the proposed project's CEQA review process. If you wish to be placed on the mailing list or have any questions or need additional information, please contact Sean McPherson, Principal Planner for the City of Rancho Cucamonga, using the information provided below.

Agencies

The City requests each Responsible and Trustee agency's views on the scope and content of environmental topics relevant to your agency's statutory responsibilities in connection with the proposed project, in a manner consistent with California Code of Regulations, Title 14, §15082(b). Your agency may use the EIR prepared by the City when considering any permits that your agency must issue, or other approvals for the proposed project.

A copy of this notice and the Initial Study Environmental Checklist will be available to download from the City's website at link below and will be made available for review Monday through Thursday, between 7:00 AM and 6:00 PM at the following location:

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

Website Link: <https://www.cityofrc.us/community-development/planning>. Select CEQA Documents Available for Review near the bottom of the page. Select the folder titled Arrow Commerce Center.

Public Comments

The City requests your careful review and consideration of this notice, and invites written comments from interested agencies, persons, and organizations regarding the preparation of the EIR. Please send written comments to:

Attn: Sean McPherson, Principal Planner
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Phone: (909) 774-4307
Email: sean.mcpherson@cityofrc.us

Please include the name, phone number, email, and address of a contact person in your response. Comments in response to this notice must be submitted to the City by 5:00 p.m. on November 30, 2023.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than 30 days after receipt of this notice.

You may also provide oral or written comments in person during the Public Scoping Meeting at the time and location provided below.

Public Scoping Meeting

The City will hold a Public Scoping Meeting to present information regarding the Project and the CEQA process, and to receive public comments and suggestions regarding the scope and content of the Draft EIR. The date, time, and location of the Public Scoping Meeting are provided below.

Date: November 14, 2023

Location: City of Rancho Cucamonga
Rancho Cucamonga Civic Center, Tri-Communities Room
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Time: 6:00 p.m. to 7:30 p.m.

Special Accommodations: Should you require special accommodations at the public scoping meeting, such as for the hearing impaired or an English interpreter, please contact the City of Rancho Cucamonga no later than November 8, 2023 (see contact information above).

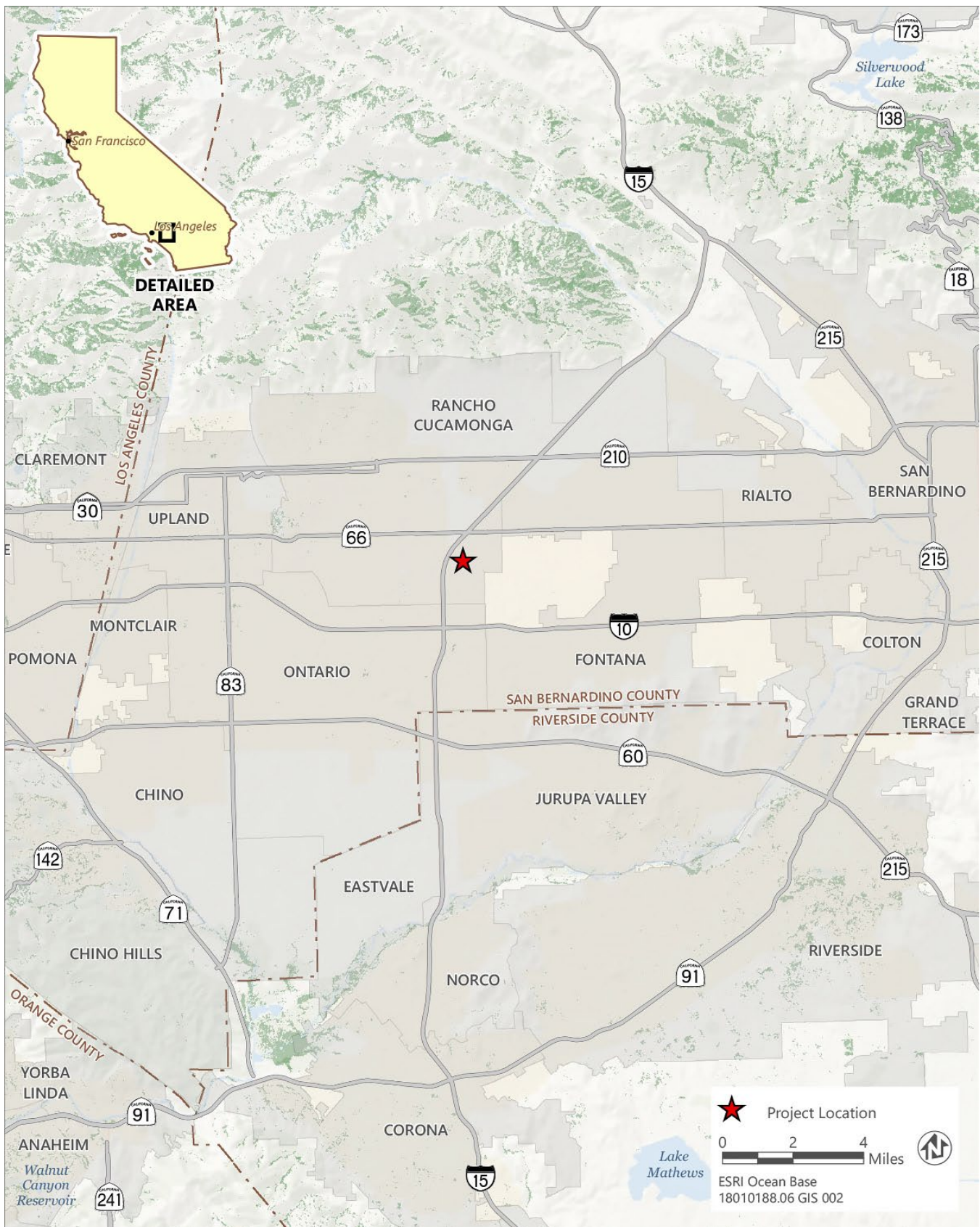
Attachments:

Figure 1 – Regional Setting

Figure 2 – Project Vicinity

Figure 3 – Proposed Site Plan

Initial Study Environmental Checklist for the Arrow Commerce Center Project

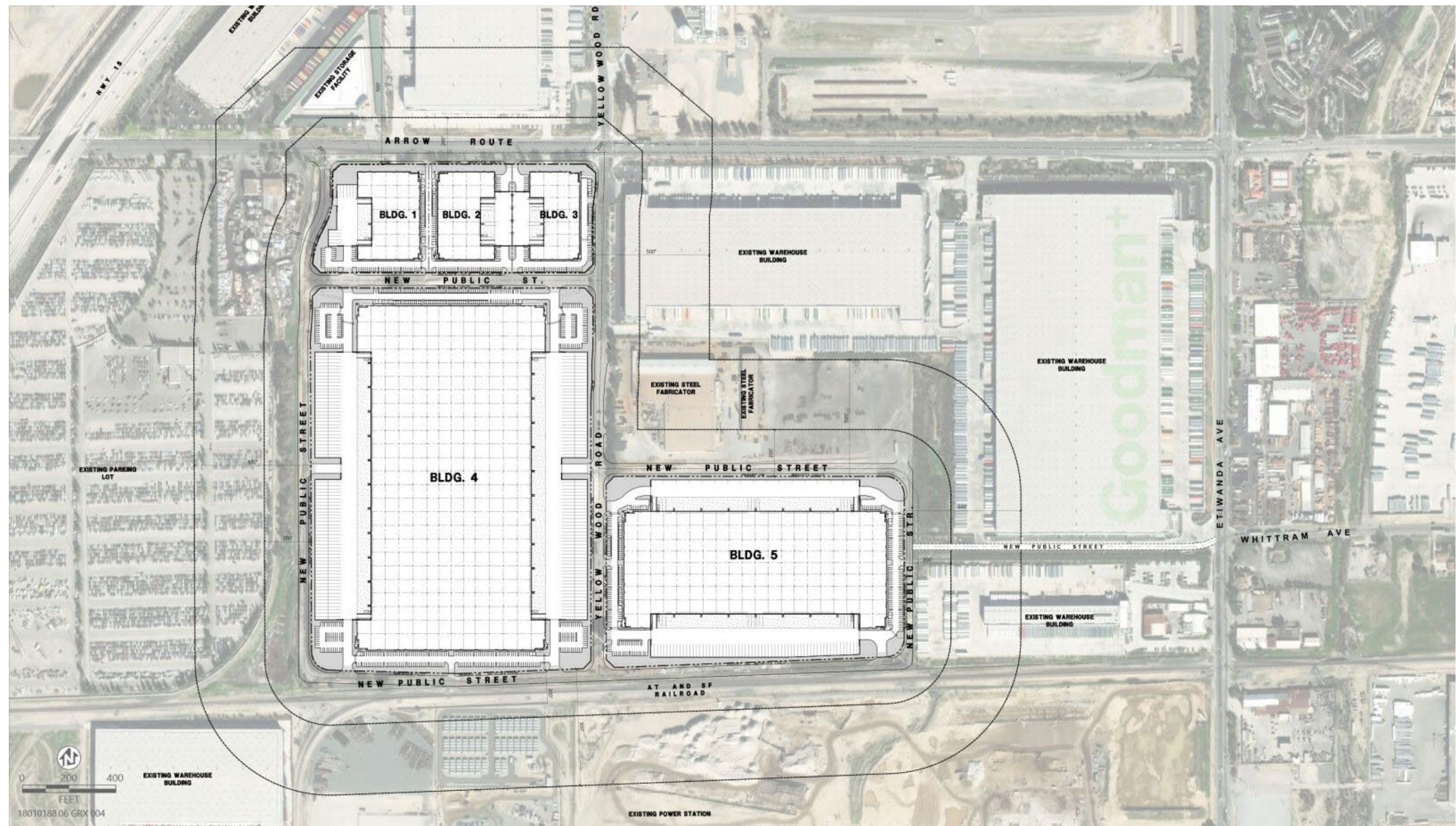


Source: Adapted by Ascent in 2023.

Figure 1 – Regional Setting



Figure 2 – Project Vicinity



Source: Image produced and provided by HPA Architecture, Inc. in 2023.

Figure 3 – Proposed Site Plan

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Comment Letters



November 28, 2023

Sean McPherson, Principal Planner
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

RE: Arrow Commerce Center, SCH #2023110033

Dear Mr. Sean McPherson:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Arrow Commerce Center project. While the logistics industry is an important component of our modern economy, warehouses can bring various environmental impacts to the communities where they are located. For example, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate can contribute to traffic jams, deterioration of road surfaces, traffic accidents, and unsafe conditions for pedestrians and bicyclists. Depending on the circumstances of an individual project, warehouses may also have other environmental impacts.

To help lead agencies avoid, analyze, and mitigate warehouses' environmental impacts, the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects. We have attached a

¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (DPM).

² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

copy of this document to this letter, and it is also available online.³ We encourage you to consider the information in this document as you prepare the draft environmental impact report for this project.

Priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts. However, even projects located far from sensitive receptors may contribute to harmful regional air pollution, so you should consider measures to reduce emissions associated with the project to help the State meet its air quality goals. A distant warehouse may also impact sensitive receptors if trucks must pass near sensitive receptors to visit the warehouse.

The Bureau will continue to monitor proposed warehouse projects for compliance with the California Environmental Quality Act and other laws. We are available to discuss as you prepare the draft environmental impact report and consider how to guide warehouse development in your jurisdiction. Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Sincerely,



CHRISTIE VOSBURG
Supervising Deputy Attorney General

For ROB BONTA
Attorney General

³ <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>.



Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)¹ regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.² This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.³ It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.⁴ While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.⁵ California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.⁶ The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.⁷ Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.⁸ This trend has only accelerated, with e-commerce growing to

¹ <https://oag.ca.gov/environment/justice>.

² <https://oag.ca.gov/environment/ceqa>; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

³ This September 2022 version revises and replaces the prior March 2021 version of this document.

⁴ Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

⁵ As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

⁶ Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), <https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/> (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

⁷ U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at <https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm> (last accessed September 18, 2022).

⁸ South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.⁹ The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.¹⁰

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.¹¹ Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.¹² The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California’s environmental justice screening tool, which measures overall pollution and demographic vulnerability.¹³ That

⁹ U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), available at <https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report> (last accessed September 18, 2022).

¹⁰ CBRE Research, *supra* note 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), available at <https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html>.

¹¹ California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (last accessed September 18, 2022) (NO_x); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts> (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (last accessed September 18, 2022) (DPM).

¹² Noise Sources and Their Effects, <https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm> (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

¹³ South Coast Air Quality Management District, “Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305” (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.¹⁴ Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.¹⁵

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors¹⁶ can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

¹⁴ *Id.* at 5-7.

¹⁵ Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported “riskiness” of loaning to their residents. In California cities where such “redlining” maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded “red,” signifying the least desirable areas where investment was to be avoided. See University of Richmond Digital Scholarship Lab, Mapping Inequality, <https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca> (Los Angeles), <https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca> (San Diego), <https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca> (Oakland), <https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca> (Stockton), <https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca> (Fresno) (all last accessed September 18, 2022).

¹⁶ In this document, “sensitive receptors” refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.¹⁷

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.¹⁸ Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.¹⁹

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

¹⁷ For more information about SB 1000, see <https://oag.ca.gov/environment/sb1000>.

¹⁸ <https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf> (last accessed September 18, 2022).

¹⁹ For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. <https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf> (last accessed September 18, 2022) (Riverside County); <http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId=> (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.²⁰
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

²⁰ CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), available at https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.²¹
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

²¹ CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California’s Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage²² to or from the project site to be zero-emission beginning in 2030.

²² “Drayage” refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

- trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.

- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
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Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

November 17, 2023

Governor's Office of Planning & Research

Nov 17 2023

STATE CLEARINGHOUSE

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RE: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE ARROW COMMERCE CENTER, DATED NOVEMBER 1, 2023 STATE CLEARINGHOUSE # [2023110033](#)

Dear Sean McPherson:

The Department of Toxic Substances Control (DTSC) received a NOP of a DEIR for the Arrow Commerce Center. The proposed project would redevelop the project site that was previously operated as a heavy industrial legacy use into a modern Class A warehouse facility. The proposed project would include site clearing of surface paved areas and the construction, use, and maintenance of five single-story (single-story with mezzanine) buildings for general warehouse space, associated office space, and loading docks for truck trailers, and include 922 automobile parking spaces and 424 truck trailer parking spaces. The proposed project would also include the creation of a new vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide roughly 10 percent landscape coverage. In total, the proposed project would introduce approximately 1,830,729 gross square feet of new building floor area.

The proposed project would impact several DTSC sites, all of which are under the oversight of the Site Mitigation and Restoration Program. DTSC recommends the City of Rancho Cucamonga continue to work with Jose Diaz's unit (Chatsworth Cleanup Program) and their continued oversight of this project.

DTSC believes the City of Rancho Cucamonga shall continue to coordinate with DTSC and determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur, and, if necessary, avoid significant impacts under CEQA.

DTSC appreciates the opportunity to comment on the Arrow Commerce Center Project. Once the DEIR is received, DTSC may provide additional comments as further information becomes available. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via [email](#) for additional guidance.

Sincerely,

A handwritten signature in black ink that reads "Dave Kereazis". The signature is written in a cursive, flowing style.

Dave Kereazis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

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NATIVE AMERICAN HERITAGE COMMISSION

November 2, 2023

David F. Eoff IV
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Re: 2023110033, Arrow Commerce Center Project, San Bernardino County



Dear Mr. Eoff:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015. If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). Both SB 18 and AB 52 have tribal consultation requirements. If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:

Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- a. A brief description of the project.
- b. The lead agency contact information.
- c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subs. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- a. Alternatives to the project.
- b. Recommended mitigation measures.
- c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- a. Type of environmental review necessary.
- b. Significance of the tribal cultural resources.
- c. Significance of the project's impacts on tribal cultural resources.
- d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
- b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

- 1. Tribal Consultation:** If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe. (Gov. Code §65352.3 (a)(2)).
- 2. No Statutory Time Limit on SB 18 Tribal Consultation.** There is no statutory time limit on SB 18 tribal consultation.
- 3. Confidentiality:** Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
- 4. Conclusion of SB 18 Tribal Consultation:** Consultation should be concluded at the point in which:
 - a.** The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b.** Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

- 1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center** (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
 - a.** If part or all of the APE has been previously surveyed for cultural resources.
 - b.** If any known cultural resources have already been recorded on or adjacent to the APE.
 - c.** If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d.** If a survey is required to determine whether previously unrecorded cultural resources are present.
- 2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.**
 - a.** The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b.** The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.
4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Cameron.Vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

cc: State Clearinghouse



11/30/2023

VIA EMAIL ONLY

Sean McPherson, Principal Planner
City of Rancho Cucamonga
Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
sean.mcpherson@cityofrc.us

RE: NOP Comments for Arrow Commerce Center Project

Dear Mr. McPherson,

On behalf of Californians Allied for a Responsible Economy ("CARE CA") thank you for the opportunity to provide comments on the Notice of Preparation ("NOP") for environmental review of Arrow Commerce Center Project (the "Project"). The Project will be the construction of five warehouse buildings totaling 1,830,729 sf of space.

The goal of an EIR is to provide decisionmakers and the public with detailed information about the effects of a proposed project on the environment, how significant impacts will be minimized and alternatives to the project (Pub. Res. Code § 21002.2). We, therefore, respectfully request a complete analysis of all identified impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives. In addition, we wish to provide the following comments regarding the warehouse portion of the Project:

Industrial Uses: The DEIR should clearly articulate and quantify all proposed future warehouse uses of the Project. This will ensure that the unique impacts of the relevant logistics-type use, including cold storage, are comprehensively evaluated (i.e., both truck and vehicular trips, air quality, GHG emissions, public health risk and other environmental effects).

Air Quality & Public Health: The DEIR should study full mitigation of all air quality and GHG impacts that will be caused by the Project. Industrial projects of the proposed size in the region are known to exceed the limits set by SCAQMD's Air Quality Management Plan. The Project will have high daily volumes of heavy-duty diesel truck traffic, transportation refrigeration units (TRUs), and on-site equipment (e.g., backup generators, forklifts, and yard tractors) that will pollute the air with toxic diesel emissions and expose the already distressed nearby communities to further air pollution and climate change.

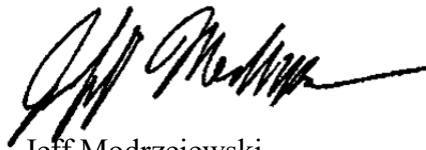
The City must make all efforts to minimize air quality effects to the greatest extent possible. Therefore, the Air Quality analysis should be based on actual emissions data from existing similar sized warehouse projects rather than computer generated estimates. In addition, the DEIR should include a mobile source Health Risk Assessment and provide impacts from particulate matter from the diesel trucks on the health of those living, working, and recreating nearby including expected increases in respiratory illnesses, cardiovascular disease, and cancers.

Greenhouse Gas Emissions: In the DEIR analysis, the City has the discretion to quantify GHG emissions resulting from a project and/or rely on a qualitative analysis or performance-based standards “based to the extent possible on scientific and factual data” Guidelines §,15064, subd. (b). To determine the significance of the Project’s GHG, we urge the City to adopt quantitative thresholds that embody climate change’s existential threat to humankind and provide detailed discussion on the Applicant’s plan to offset the Project’s GHG emissions. For instance, a plan that uses parking as an opportunity to address potential air quality, GHG and traffic impacts should be considered.

Thank you for the opportunity to submit NOP comments. Please provide all sources and referenced materials when the DEIR is made available. Again, CARE CA respectfully requests under CEQA full analysis of the environmental impacts, feasible mitigation, and reasonable alternatives to the Project.

We look forward to reviewing and commenting on the DEIR.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Modrzejewski', with a long horizontal flourish extending to the right.

Jeff Modrzejewski
Executive Director



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

November 30, 2023

Sean.mcpherson@cityofrc.us

Sean McPherson, Principal Planner
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730

Notice of Preparation of a Draft Environmental Impact Report for the Arrow Commerce Center Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send a copy of the Draft EIR upon its completion and public release directly to South Coast AQMD as copies of the Draft EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses (electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files, not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*⁶ is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory⁷.

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*⁸ includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions⁹. According to the MATES V carcinogenic risk interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 580 in one million¹⁰. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: <http://www.arb.ca.gov/ch/handbook.pdf>.

⁷ CARB's technical advisory can be found at: <https://www.arb.ca.gov/ch/landuse.htm>.

⁸ South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: <http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf>.

⁹ South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: <http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v>.

¹⁰ South Coast AQMD. MATES V Data Visualization Tool. Accessed at: [MATES Data Visualization \(arcgis.com\)](https://www.aqmd.gov/mates-v-data-visualization).

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,¹¹ South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,¹² and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.¹³

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule¹⁴ and the Heavy-Duty Low NOx Omnibus Regulation¹⁵, ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year¹⁶ that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.
- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency

¹¹ <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>

¹² South Coast AQMD's 2022 Air Quality Management Plan can be found at: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan> (Chapter 4 - Control Strategy and Implementation).

¹³ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at:

https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

¹⁴ CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks>.

¹⁵ CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: <https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox>.

¹⁶ CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.

- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of more than 1.8 million square feet warehouses, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet

their compliance obligation¹⁷. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage¹⁸.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swangl@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
SBC231108-04
Control Number

¹⁷ South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf>.

¹⁸ South Coast AQMD WAIRE Program. Accessed at: <http://www.aqmd.gov/waire>.

From: Liao, William <WLiao@socalgas.com>
Sent: Friday, November 3, 2023 8:10 AM
To: McPherson, Sean <Sean.McPherson@cityofrc.us>
Cc: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>
Subject: Arrow Commerce Center Project

CAUTION: This email is from outside our Corporate network. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Sean,

Here are my comments / concerns regarding the Arrow Commerce Center Project.

We have a 36" High Pressure Transmission Line and an 8" High Pressure Supply Line within the Arrow Route right-of-way, and a 2" High Pressure service within Juneberry Dr.

Please help us ensure the safety of everyone by making sure Builder contacts 811 / USA prior to any excavation activities so we can send out personnel to locate and mark our facilities. All excavations near our High Pressure facilities will require our High Pressure personnel to stand-by on site.

Also, if Builder needs gas services, please have them reach out to our Builder Services group to begin the application process as soon as practicable, at: <https://www.socalgas.com/for-your-business/builder-services>

Please let me know if you have any questions.

Will Liao
Region Planning Supervisor
Redlands HQ / Southeast Region
Desk: 213-244-4543
Mobile: 840-213-5899



A3

Initial Study Environmental Checklist

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. **Project Title:**
Arrow Commerce Center Project
2. **Lead Agency Name and Address:**
City of Rancho Cucamonga Planning Department
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
3. **Contact Person and Phone Number:**
Sean McPherson | Principal Planner
City of Rancho Cucamonga | Planning Department
10500 Civic Center Dr, Rancho Cucamonga, CA 91730
Ph: (909) 774-4307 | Email: sean.mcpherson@cityofrc.us
4. **Project Location:**
12451, 12343, 12353, 12455, and 12459-B Arrow Route
Rancho Cucamonga, California 91730
5. **Project Sponsor's Name and Address:**
BTC III Arrow Route CC LP
4675 MacArthur Court, Suite 625
Newport Beach, CA 92660
6. **General Plan Designation:**
Neo-Industrial District and Industrial Employment District
7. **Zoning:**
Neo-Industrial and Industrial Employment
8. **Description of Project:**
BTC III Arrow Route CC, LP (applicant) is proposing to develop the project site, which would include the demolition and site clearing of surface paved areas and the construction, use, and maintenance of five two-story (single-story with mezzanine) buildings for industrial warehouse distribution, associated office space, and loading docks for truck trailers, and include 922 automobile parking spaces and 424 truck trailer parking spaces. The proposed project would also include the creation of a new vehicle circulation system, water quality basins, utility infrastructure, exterior lighting and signage, and provide roughly 10 percent landscape coverage. In total, the proposed project would introduce approximately 1,830,729 gross square feet of new building floor area. Vehicle access to the project site would be provided by public roadways connecting the project site to Arrow Route and Etiwanda Avenue.
9. **Surrounding Land Uses and Setting:**
The project site is bounded by Arrow Route to the north, industrial land uses to the east, the Atchison Topeka and Santa Fe Railway (AT/SF Railway) to the south, and industrial manufacturing and undeveloped land uses to the west.
10. **Other public agencies whose approval is required:**
 - ▶ South Coast Air Quality Management District
 - ▶ Santa Ana Regional Water Quality Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City of Rancho Cucamonga has provided notification of the proposed project to Native American Tribes that have requested notification pursuant to Public Resources Code section 21080.3.1.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages. Where noted below with an "X" for yes, the topic with a potentially significant impact will be addressed in an environmental impact report.

- | | | |
|--|---|--|
| ☒ Aesthetics | ☒ Hazards / Hazardous Materials | ☒ Transportation |
| ☐ Agriculture and Forest Resources | ☒ Hydrology / Water Quality | ☒ Tribal Cultural Resources |
| ☒ Air Quality | ☒ Land Use / Planning | ☒ Utilities / Service Systems |
| ☒ Biological Resources | ☐ Mineral Resources | ☐ Wildfire |
| ☒ Cultural Resources | ☒ Noise | ☒ Mandatory Findings of Significance |
| ☒ Energy | ☐ Population / Housing | ☐ None |
| ☒ Geology / Soils | ☒ Public Services | ☐ None with Mitigation Incorporated |
| ☒ Greenhouse Gas Emissions | ☐ Recreation | |

DETERMINATION

On the basis of this initial evaluation:

- No** I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- No** I find that although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- Yes** I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- No** I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- No** I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature_____

Date_____

Printed Name _____

Title _____

Agency_____

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☒	☐	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐

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

No Impact. The proposed project would be sited in the southeast portion of the city, which is characterized by industrial and manufacturing land uses. The proposed project would be developed on parcels zoned as Neo-Industrial and Industrial Employment. The project site does not possess any unique aesthetic characteristics, such as architectural significance or visual prominence, public plazas, art or gardens, pedestrian amenities, or landscaped parks. The project site is currently vacant land with surrounding paved and unpaved areas. The project site is immediately surrounded by industrial manufacturing, truck rental and storage, and industrial business park land uses to the north; industrial office, steel fabrication, paved and unpaved areas, passenger vehicle parking and trailer parking to the east; a decommissioned Southern California Edison power station and associated paved and unpaved areas to the south; and undeveloped land and a chemical manufacturing facility to the west. All of these surrounding land uses are either zoned Neo-Industrial or Industrial Employment, the same designations that apply to the project site (Rancho Cucamonga Zoning Plan Viewer 2023). Due to the relatively flat topography of the project site and surrounding land uses, and due to the extent of urban development within the immediate area, there are no scenic vistas or vantage points that offer views of scenic vistas.

Further, as shown in the Rancho Cucamonga General Plan Update Draft Environmental Impact Report and Climate Action Plan, (RCGP DEIR 2021), the project site is not part of, and does not contribute to, the scenic mountain views of the nearby San Gabriel and San Bernardino Mountains; scenic views of the I-15 and SR-210 freeways, or the North Etiwanda Preserve from the I-15 from the northeastern boundary of the City to the interchange with the SR-210; the view north to the San Gabriel and San Bernardino Mountains from SR-210; the northern view of the San Bernardino foothills from major east-west streets south of West Foothill Boulevard; the views of the San Gabriel Mountains from the City roadways south of West Foothill Boulevard; or the Pacific Electric Trail. Therefore, the proposed project would have a no impact on a scenic vista, and no further analysis is required in the EIR.

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

No Impact. The State Department of Transportation (Caltrans) manages the State Scenic Highway Program, which protects and enhances the scenic beauty of California's highways and adjacent corridors. According to Caltrans, a highway may be designated as "scenic" depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view (Caltrans 2023). As shown in the California State Scenic Highway System Map created by Caltrans, there are no eligible or designated State scenic highways in the city. The nearest state scenic highway lies north of the San Gabriel Mountains along the State Route 2 freeway, approximately 12 miles north of the northern city boundary and 15.3 miles north of the northernmost property line of the project site. Therefore, the proposed project would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would occur, and no further analysis is required in the EIR.

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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact. The proposed project is located within an urbanized area, and the project site is located in the Neo-Industrial District and Industrial Employment District within the city and is zoned Neo-Industrial and Industrial Employment. The project site is directly surrounded by other Neo-Industrial and Industrial Employment zones with industrial land uses, including industrial manufacturing, truck rental and storage, industrial business park, industrial office, industrial facilities, paved and disturbed areas, automobile parking, trailer parking, and a decommissioned utility property. Therefore, the proposed project's industrial warehouse distribution land uses are not expected to conflict with applicable zoning or other regulations of the City that govern scenic quality. However, the proposed project may request some variations from the zoning requirements or other development standards. Therefore, a potentially significant impact may occur, and potential conflicts with applicable zoning and other regulations governing scenic quality will be further analyzed in the EIR.

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

Potentially Significant Impact. Lighting for the proposed project would be provided to illuminate building entrances, common open space areas, and parking areas to provide adequate nighttime visibility for employees and truck trailer visibility access. The proposed project could also potentially introduce reflective surfaces to the project site vicinity from architectural features. Therefore, the impact is potentially significant and sources of light and glare created by the proposed project will be further analyzed in the EIR.

3.2 AGRICULTURE AND FOREST RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forest Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?

No Impact. The project site is located in an urbanized area of the city. No farmland or agricultural activity exists on the project site, nor are there any farmland or agricultural activities in the vicinity of the project site.

According to the California Important Farmland Finder interactive map prepared by the California Department of Conservation (DOC), the soils at the project site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is classified as "Urban and Built-Up Land" (DOC 2023a). Therefore, the proposed project would not convert any farmland or agricultural uses to non-agricultural use, and as such, no impact would occur. No further analysis is required in the EIR.

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

No Impact. The project site is zoned Neo-Industrial and Industrial Employment. The project site is not zoned for agricultural use and no Williamson Act contracts are in effect for the project site (RCGP DEIR 2021: 5.2-6). Therefore, the proposed project would not conflict with any zoning for agricultural use or with a Williamson Act contract's purpose to preserve commercially viable agricultural land. No impact would occur, and no further analysis is required in the EIR.

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))?

No Impact. The project site is zoned Neo-Industrial and Industrial Employment. The project site is not zoned for forest land, timberland, or timberland zoned Timberland Production. There is no forest land or timberland production at the project site or in the surrounding area, which consists of properties also zoned as Neo-Industrial and Industrial Employment. This is further confirmed by the RCGP DEIR (2021), which states that there are no lands within the city that qualify as forest land or timberland. Therefore, development of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) section 12220(g)), timberland (as defined by PRC section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). No impact would occur, and no further analysis is required in the EIR.

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

No Impact. The project site is located in an urbanized area of the city zoned for industrial land uses and is surrounded by other industrial land uses. No forested lands exist on or in the vicinity of the project site. As such, development of the project would not result in the loss of forest land or convert existing forest land to non-forest uses. Therefore, no impact would occur, and no further analysis is required in the EIR.

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?

No Impact. Neither the project site nor nearby properties are currently utilized for agricultural or forestry uses. As discussed above, the project site is not classified in any "Farmland" category designated by the State of California, and neither is the project site zoned for forest land. As such, development of the proposed project would not involve other changes in the existing environment, which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur, and no further analysis is required in the EIR.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied on to make the following determinations. Are significance criteria established by the applicable air district available to rely on for significance determinations? Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
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?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. A significant air quality impact may occur if the proposed project is inconsistent with the 2022 Air Quality Management Plan (AQMP) adopted by South Coast Air Quality Management District (SCAQMD) or would conflict with the implementation of its policies or goals. The AQMP is developed, in part, based on the regional population, housing, and employment projections of the Regional Transportation Plan / Sustainable Communities Strategy (Connect SoCal), the most recent version of which was adopted by the Southern California Association of Governments (SCAG) in September of 2020 (Connect SoCal). SCAG serves as the federally designated metropolitan planning organization (MPO) for the southern California region, which includes Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties. SCAG addresses regional issues relating to transportation, economy, and community development and the environment. The growth projections provided in Connect SoCal are generally based on the growth projections made in individual General Plans for cities within SCAG's planning area. The City of Rancho Cucamonga is located within the SCAG planning area and adopted a comprehensive update of its General Plan in December 2021. In the General Plan, the project site is located within a Neo-Industrial and Industrial Employment District and zoned for Neo-Industrial and Industrial Employment land uses.

The proposed project would include the demolition of existing paved and disturbed areas for the construction, use, and maintenance of five new two-story buildings for industrial warehouse distribution, associated office space, loading docks for truck trailers, and include automobile and truck trailer parking spaces. The proposed project would also include the construction of new public streets, water quality basins, utility infrastructure, exterior lighting and signage, and provide approximately ten percent landscape coverage. In total, the proposed project would introduce approximately 1,830,729 gross square feet of new building floor area. As such, the proposed project would maintain its existing zoning and General Plan land use designations. The proposed project's land uses would be compatible with the existing General Plan designations, zoning, and previous industrial use of the project site. Therefore, the

proposed project would be consistent with the land use designations in the applicable general plan from which SCAG generates its regional population, housing, and employment growth projections.

However, as noted above, Connect SoCal was adopted in September of 2020, and the city adopted its most recent General Plan over a year later, in December 2021. Therefore, to determine if development of the proposed project aligns with Connect SoCal projections, an analysis of consistency with the 2022 AQMP will be provided in the EIR. In addition, the proposed project has the potential to generate short-term localized and regional air quality emissions during construction of the proposed project, as well as long-term air quality emissions associated with operational activities. The proposed project's air quality impacts and consistency with the 2022 AQMP will be further analyzed in the EIR.

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?

Potentially Significant Impact. Construction and operation of the proposed project would generate air quality emissions which have the potential to contribute to impacts and cumulative impacts when assessed in conjunction with related projects that are approved, under construction, or reasonably foreseeable to occur within the greater project area. Per SCAQMD standard practice, if an individual project results in air quality emissions of criteria pollutants that exceed the established daily thresholds set by SCAQMD for project-specific impacts, then the project would also result in a cumulatively considerable net increase of criteria pollutants for which the region is non-attainment under an applicable State or federal ambient air quality standard. This impact is potentially significant and will be further analyzed in the EIR.

c) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As noted above, construction and operation of the proposed project would result in greater emissions than existing conditions. SCAQMD has prescribed methodologies and thresholds for evaluating the localized effects of emissions on the community. A multi-family residential community is located approximately 610 meters (2,000 feet) northeast of the project site but directly adjacent to potential roadways on which project-related construction and operational trucks will travel. A single-family house is located approximately 700 meters (2,300 feet) east of the project site. Thus, consistent with SCAQMD guidance, this impact is potentially significant and will be analyzed further in the EIR.

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

Less Than Significant Impact. Construction of the proposed project would utilize conventional building materials typical of construction projects of similar size and type. Potential sources that may emit odors include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1108 Cutback Asphalt and 1113 Architectural Coatings limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively; and SCAQMD Rule 402 Nuisance states that a person shall not discharge from any source such quantities of air contaminants or other materials 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. Regulatory compliance with SCAQMD would ensure that any odors generated during construction would be localized, temporary in nature, and would not be sufficient to adversely affect a substantial number of people. Regarding operation, according to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993: 2-2). The proposed project would not include any of these types of land uses and would therefore not be expected to result in substantial odors. Therefore, construction and operation of the proposed project would not result in other emissions, such as those leading to odors, that would adversely affect a substantial number of people, and the impact would be less than significant. No further analysis is required in the EIR.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
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 Wildlife or the 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, or regulations or by the California Department of Fish and Wildlife or the U.S. 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?	☒	☐	☐	☐
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?	☐	☐	☐	☒

- 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 Wildlife or the U.S. Fish and Wildlife Service?**

Potentially Significant Impact. The project site is located in a highly urbanized area of the city historically used as, and zoned for, industrial land uses. The project site is vacant with associated paved and gravel or dirt covered areas. Ground surface cover throughout the majority of the project site consists of asphaltic concrete pavements and cement concrete pavements. Existing vegetation on the project site includes a row of trees bordering the perimeter of the project site originally used for Commercial Metals Company rebar operations, the structures of which have since been demolished. Existing vegetation on the project site also includes several trees and a landscaped area along the southern-middle border of the project site. In addition, rows of trees are also present along Yellow Wood Road bordering industrial buildings adjacent to the project site to the east, as well as a portion of the western boundary of the project site and in a few areas of the southwestern corner. Onsite vegetation and trees would be

removed as part of the proposed project's demolition and construction activities. This vegetation has the potential to contain habitat, the removal of which could adversely affect candidate, sensitive, or special-status species. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Potentially Significant Impact. Although the project site is not located adjacent to, nor in the vicinity of, any natural riparian habitat and is located in a highly urbanized area of the city historically used as, and zoned for, industrial land uses, as discussed above, demolition of onsite vegetation and existing trees may have the potential to create a substantial adverse impact on a sensitive natural community potentially present, as identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife, or the U.S. Fish and Wildlife Service. The impact is potentially significant and will be analyzed further in the EIR.

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?

No Impact. The project site is not located adjacent to, or in the vicinity of, State or federally protected wetlands, including but not limited to, marsh, vernal pool, and coastal areas. The project site is located within a highly urbanized area of the city in an area zoned for industrial land uses. The project site does not support any riparian or wetland habitat (see Figure 5.4-4 Drainage and Associated Riparian Vegetation Communities in the RCGP DEIR (2021)). No construction or operational activities of the proposed project would have the potential to directly or indirectly impact wetlands or wetlands habitats. Therefore, development of the proposed project would not have the potential to have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impacts to State or federally protected wetland habitats would occur, and no further analysis is required in the EIR.

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?

Potentially Significant Impact. Although the project site is not located adjacent to, nor in the vicinity of, native resident or migratory fish and is located in a highly urbanized area of the city historically used as, and zoned for, industrial land uses, as discussed above, demolition of onsite vegetation and existing trees may have the potential to interfere with the movement of any as yet unidentified native or migratory wildlife species or with established native resident or migratory wildlife corridors. While the demolition of non-protected trees and non-protected vegetation onsite would not be a significant impact under CEQA, the removal of trees would have the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) in Title 16 of the United States Code, Section 703 et seq.; Title 50 of the Code of Federal Regulation, Part 20; and Section 3503 of the California Department of Fish and Wildlife Code. Standard regulatory compliance would include avoiding tree removal activities during the breeding season, and, if not feasible, to implement weekly bird surveys to ensure that trees proposed for removal are not occupied by nesting birds. Nevertheless, removal of onsite existing trees may have the potential to affect the movement of any as yet unidentified resident or migratory wildlife species or nursery sites that may be present. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Impact. Development of the proposed project would include the removal of onsite vegetation and trees. Existing vegetation on the project site includes a row of trees bordering the perimeter of the project site

originally used for CMC rebar operations. Existing vegetation on the project site also includes several trees and a landscaped area along the southern-middle border of the project site. In addition, rows of trees are also present along Yellow Wood Road bordering industrial buildings adjacent to the project site to the east, as well as a portion of the western boundary of the project site and in a few areas of the southwestern corner. The proposed project would demolish the entire project site for the construction of the five proposed industrial warehouse distribution buildings, paved parking areas, and landscaped areas. As a result, onsite vegetation and onsite trees would be demolished as part of the construction activities of the proposed project.

Certain trees are protected in the City, according to the City's protected tree ordinance codified in RCMC Chapter 17.80, Tree Preservation. "Heritage trees" that are protected by this ordinance include the following:

- (1) All Eucalyptus windrows; or
- (2) All woody plants in excess of 30 feet in height and having a single trunk circumference of 20 inches or more, as measured four and a half feet (4.5') from ground level; or
- (3) Multi-trunk tree(s) having a total circumference of 30 inches or more, as measured 24 inches 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 size, condition, location, or aesthetic qualities.

Development of the proposed project may affect heritage trees protected under the existing tree preservation ordinance of the city or otherwise have a substantial adverse effect on other biological resources potentially present, either directly or through habitat modifications. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

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?

No Impact. The proposed project is not located within a conservation plan area. The four conservation areas that currently exist within the city are already protected from development by the recordation of conservation deed restrictions as well as conservation management plans (RCGP DEIR 2021). These include the following:

- ▶ North Etiwanda Preserve (760 acres);
- ▶ San Sevaine Spreading Grounds (137 acres);
- ▶ US Forest Service Conservation Area (880 acres); and
- ▶ Conservation area purchased as mitigation and set aside through a conservation easement to the San Bernardino County SCA 70 (35 acres).

These areas are intended to protect alluvial fan sage scrub, sycamore alluvial woodland, California walnut woodland, and freshwater marsh. These areas encompass 1,812 acres of habitat, and their protection is critical to the survival of sensitive species and wildlife occupying these habitats. They also provide important habitat and migration corridors for wildlife, ecosystem services, and recreational resources for the public. In addition, the Etiwanda Heights Neighborhood and Conservation Plan (EHNCP) adopted in 2019 establishes three new conservation areas between the northern portion of the City and the San Bernardino National Forest. All seven of these designated conservation areas are located in the northeastern portion of the city and are not located adjacent to, or in the vicinity of, the project site. Development of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. No impact would occur, and no further analysis is required in the EIR.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☒	☐	☐	☐
c) Substantially disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. Section 15064.5 of the CEQA Guidelines defines a historic resource as the following:

- (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;
- (2) A resource included in a local register of historical resources, as defined in Section 5030.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting certain State guidelines;
- (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, provided the lead agency's determination is supported by substantial evidence in light of the whole record; and
- (4) The fact that a resource is not listed in, or determined eligible for listing in the California Register of Historical Resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resource Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Section 5020.1(j) or 5024.1.

Existing conditions on the project site include vacant, undeveloped land with associated surfaced paved and unpaved, disturbed or graded areas. No structures exist on the project site. There are no existing buildings on the project site listed on the National Register of Historic Places, the California Register of Historic Resources, and no local surveys documenting the presence of historic resources on the project site (Appendix 2-1 of the RCGP DEIR 2021). Therefore, development of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and impacts would be less than significant. No further analysis is required in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Potentially Significant Impact. There are numerous confidential archaeological sites in the city that represent the prehistoric and historic occupation and history of the city but are not publicly disclosed. These confidential archaeological sites are protected by a wide variety of State and local laws and regulations. As described in the RCGP DEIR (2021), compliance with the following standard condition of approval from the City would substantially lessen the proposed project's potential for adverse impacts on archaeological resources:

5.5-8: To determine the archaeological sensitivity for discretionary projects within the city, an archaeological resources assessment shall be performed under the supervision of an archaeologist that meets the Secretary of the Interior's Professionally Qualified Standards (PQS) in either prehistoric or historic archaeology. The assessments shall include a California Historical Resources Information System (CHRIS) records search and a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC). The records searches shall determine if the proposed project has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resource surveys, and disclose any cultural resources that have been recorded and/or evaluated. A Phase I pedestrian survey shall be undertaken in areas that are undeveloped to locate any surface cultural materials.

- (a) If potentially significant archaeological resources are identified through an archaeological resources assessment, and impacts to this resource cannot be avoided, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist who meets the PQS prior to any construction-related ground disturbing activities to determine significance. If resources determined significant or unique through Phase II testing, and site avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. These might include a Phase III data recovery program that would be implemented by a qualified archaeologist and shall be performed in accordance with the Office of Historic Preservation's Archaeological Resource Management Reports (ARMR): Recommended Contents and Format (1990) and Guidelines for Archaeological Research Designs (1991).
- (b) If the archaeological assessment did not identify potentially significant archaeological resources within the proposed General Plan area but indicated the area to be highly sensitive for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing construction and pre-construction activities in areas with previously undisturbed soil. The archaeologist shall inform all construction personnel prior to construction activities of the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial onsite safety meeting and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the resources are evaluated for significance by an archaeologist who meets the PQS. If the discovery proves to be significant, it shall be curated with a recognized scientific or educational repository.
- (c) If the archaeological assessment did not identify potentially significant archaeological resources, but indicates the area to be of medium sensitivity for archaeological resources, an archaeologist who meets the PQS shall be retained on an on-call basis. The archaeologist shall inform all construction personnel prior to construction activities about the proper procedures in the event of an archaeological discovery. The training shall be held in conjunction with the project's initial on-site safety meeting, and shall explain the importance and legal basis for the protection of significant archaeological resources. In the event that archaeological resources (artifacts or features) are exposed during ground disturbing activities, construction activities in the immediate vicinity of the discovery shall be halted while the on-call archaeologist is contacted. If the discovery proves to be significant, it shall be curated with a recognized scientific or education repository.

Development of the proposed project would include excavation ranging from approximately 3 feet below ground surface (bgs) to up to 8 feet bgs in certain areas. As a result, during proposed project construction activities there is potential for inadvertent discovery of archaeological resources that may be present onsite. Therefore, impacts to archaeological resources would be potentially significant and further analyzed in the EIR.

c) Substantially disturb human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No known human burials have been identified on the project site or within the project site vicinity. However, the depth of excavation during proposed project construction would range from 3 feet bgs to 8 feet bgs. Therefore, unknown human remains could be found onsite during construction activities, and if proper care is not taken, damage to or destruction of these unknown remains could occur. If inadvertent discovery of human remains during proposed project grading or excavation activities, the State Health and Safety Code 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. The City also implements the following standard condition of approval as found in the RCGP DEIR (2021), which is similar to the State Health and Safety Code regulatory compliance:

5.5-2: 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 Section 7050.5 and that code enforced for the duration of the project.

Adherence to the State Health and Safety Code and Public Resource Code requirements and City standard condition of approval 5.5-2 would ensure that any potential impacts related to the disturbance of unknown human remains, including those interred outside of dedicated cemeteries, would be less than significant. No further analysis is required in the EIR.

3.6 ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. The proposed project would be constructed in accordance with applicable laws and regulations, including State and federal laws and building regulations addressing the consumption of energy resources such as Title 24, Part 6 of the California Code of Regulations, also known as the Building Energy Efficiency Standards; Title 24, Part 11 of the California Code of Regulations, also known as CALGreen; and the Rancho Cucamonga Building Code found in Chapter 15.12 of the Rancho Cucamonga Municipal Code (RCMC). The proposed project would include utility infrastructure improvements in addition to the introduction of approximately 1.83 million gross square feet of new building floor area. Project-related construction and operational activities would consume energy resources, including gasoline, diesel, natural gas, and electricity. Therefore, an energy analysis will be prepared and included in the EIR to quantify the proposed project's energy consumption during construction and operations. The EIR will assess whether the proposed project's estimated energy consumption is wasteful, inefficient, or unnecessary, and if so, will evaluate whether such consumption results in a potentially significant impact to the environment. This impact is potentially significant and will be analyzed further in the EIR.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

Potentially Significant Impact. The proposed project's construction and operational activities would consume energy resources, including gasoline, diesel, natural gas, and electricity. An energy analysis will be prepared and included in the EIR to analyze the proposed project's energy demands and to evaluate whether the types of energy sources (e.g., renewable and non-renewable) used by the proposed project or the efficiency of the proposed project's consumption of renewable and non-renewable energy sources would conflict with or obstruct a State or local plan for renewable energy or energy efficiency. This impact is potentially significant and will be analyzed further in the EIR.

3.7 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils.				
Would the project:				
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 California Geological Survey Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☒	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
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, as updated), 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

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 California Geological Survey Special Publication 42.)

No Impact. Fault rupture impacts are limited to areas in the immediate vicinity of an earthquake fault. The nearest earthquake fault to the project site is the Red Hill-Etiwanda Avenue fault, approximately 2.8 miles northwest of the nearest property line of the project site. The Red Hill-Etiwanda Avenue fault is a late quaternary fault and is not an Alquist-Priolo fault (USGS 2023). The project site is also not located within an Alquist-Priolo fault zone, according to

the California Department of Conservation (DOC 2023b). Therefore, direct, or indirect cause of potential substantial adverse effects including the risk of loss, injury, or death involving the rupture of a known earthquake fault would not occur as a result of project implementation. No impact would occur, and no further analysis is required in the EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. The project site is located in Southern California, a seismically active area, and is expected to experience moderate to severe ground shaking during the project's lifetime. Numerous faults capable of producing ground shaking motions are located in the region, with the Red Hill-Etiwanda fault, located approximately 2.8 miles northwest of the nearest property line of the project site. Significant damage to structures could be unavoidable during seismic ground shaking conditions. The project's proposed buildings would be required to be designed and built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), which contains provisions for earthquake safety based on factors including occupancy type, the types of soils and rock onsite, and the probable strength of ground motion. The proposed project would comply with CBC regulations to reduce substantial adverse effects including the risk of loss, injury, or death involving strong seismic ground shaking, a geotechnical and geologic hazards report would be prepared for the proposed project to identify site-specific geologic, soils, and seismic conditions and implement site-specific recommendations to preclude adverse effects involving unstable soils and strong seismic ground shaking. The findings of the geotechnical and geologic hazards report will be disclosed and evaluated in the EIR. This impact potentially significant and will be analyzed further in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. As mentioned, the proposed project is located within a seismically active area, with the nearest fault being located approximately 2.8 miles northwest of the nearest property line of the project site. According to Appendix 2-1 of the RCGP DEIR (2021), one of the existing conditions reports, the 2020 Natural Hazards Exiting Conditions Report of the General Plan, shows that the project site is not located within a liquefaction hazard zone. The project site also falls outside of areas with generalized liquefaction susceptibility, per the County of San Bernardino's General Plan Geologic Hazard Overlay Map EHFH C (San Bernardino County 2010). A geotechnical and geologic hazards report will be prepared for the proposed project as part of the EIR to determine the project site's potential to be subject to seismic-related ground failure. The findings of the geotechnical and geologic hazards report will be disclosed and evaluated in the EIR. This impact is potentially significant and will be further analyzed in the EIR.

iv) Landslides?

No Impact. The project site is located in a heavily developed and industrial area of the city. The area is relatively flat with no steep hillsides or slopes present on or abutting the project site. No extreme elevation differences exist in or around the project site that would potentially lead to landslide effects. According to the County of San Bernardino's General Plan Geologic Hazard Overlay Map EHFH C, the project site and its immediate area, is not located within a zone of generalized landslide susceptibility or a hazard zone for rockfall/debris-flow (San Bernardino County 2010). Due to the location of the project site in relation to hazardous zones and the topography of the project site, no proposed project impacts related to landslide hazards would occur. No impact would occur, and no further analysis is required in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Construction of the proposed project would involve earth movement and the exposure of soil, which would temporarily increase erosion susceptibility. The State Water Resources Control Board (SWRCB) Order No. 2009-0009-DWQ (Construction General Permit) contains water quality standards and stormwater discharge requirements that apply to construction projects of one acre or more (SWRCB 2020). The Construction General Permit was issued pursuant to the National Pollutant Discharge Elimination System (NPDES) regulations for implementing part of the federal Clean Water Act. The Construction General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) that identifies the sources of pollution that may affect the quality of stormwater discharges and describes and ensures the implementation of best management practices (BMPs) to reduce the pollutants, including silt and soil, in construction stormwater discharges. Along with following SWPPP

BMPs, the proposed project would also be required to implement a dust control plan for construction activities in compliance with SCAQMD Rule 403, which requires implementation of best available dust control measures (BACM) during active operations capable of generating fugitive dust (SCAQMD 2005). Implementation and compliance with the stated permit requirements, plans, practices, and policies would reduce, prevent, and minimize soil erosion or the loss of topsoil. Therefore, the impact is less than significant. No further analysis is required in the EIR.

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?

Potentially Significant Impact. As stated above, the project site is not located within areas susceptible to landslides or liquefaction, per the existing conditions report in Appendix 2-1 of the RCGP DEIR (2021), the 2020 Natural Hazard Existing Conditions Report, and the County of San Bernardino's General Plan Geologic Hazard Overlay Map EHFH C. The project site's potential for lateral spreading or collapse is currently unknown but will be evaluated in the proposed project's geotechnical and geologic hazards report. This report will also evaluate the project site's potential for subsidence hazards. The proposed projects' potential to cause soil subsidence, lateral spreading, liquefaction, and collapse hazards will be evaluated further in the EIR and include the results of the geotechnical and geologic hazards report. This impact is potentially significant and will be analyzed further in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Potentially Significant Impact. Expansive soils are soils that expand, and contract depending on their moisture level and normally occur within the first five feet below the surface. The primary soils in the City of Rancho Cucamonga are Delhi fine sands, Tujunga soils, Hanford soils, and Soboba soils (RCGP DEIR 2021). The geotechnical and geologic hazards report prepared for the proposed project will evaluate the existing geology and soil conditions of the project site and potential hazardous effects that could occur due to construction and operation of the proposed project. According to the USDA's Web Soil Survey, the project site is underlain with Tujunga Loamy Sand and Tujunga Gravelly Loamy Sand, which both have "low" shrink swell potential (USDA 2023). However, the geotechnical and geologic hazards report will analyze the project site's specific soil conditions and determine the site's potential for containing expansive soils. The proposed project's potential to expose future structures and workers on-site to hazards associated with expansive soils will be evaluated further in the EIR. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

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?

No Impact. The project does not propose the addition of septic tanks or other alternative wastewater disposal systems. The project would be connected to the Inland Empire Utility Agency (IEUA) existing sewer lines and collection system. As a result, no impact to soils from the use of septic tanks or alternative wastewater disposal systems would occur. No impact would occur, and no further analysis is required in the EIR.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. The project site has been previously developed and disturbed from past construction and demolition activities associated with the previously existing industrial use buildings, reducing the potential for paleontological resources or unique geologic features to exist onsite. Paleontological resources are unlikely to be found on the project site due to the city's soils being too young to include them (RCGP DEIR 2021). Although no significant paleontological resources are expected to occur, the proposed project could potentially encounter unique paleontological resources during excavation activities associated with construction. Thus, the impact is potentially significant and will be further evaluated in the EIR.

3.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Greenhouse Gas Emissions.				
Would the project:				
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 emissions of greenhouse gases?	☒	☐	☐	☐

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Proposed project-related sources of greenhouse gas (GHG) emissions during construction would include emissions from on-site construction activities, such as heavy-duty off-road diesel equipment; off-site hauling, such as the disposal of construction waste and haul trucks for soil export; and construction worker commuting by on-road mobile vehicles traveling to and from the project site. Operation of the proposed project would include emissions from heavy-duty truck trailers traveling to and from the project site's trailer parking spots, onsite use of equipment, and employee vehicles traveling to and from the project site. Operation of the proposed project would also include the potential for GHG emissions from the use of landscaping equipment and the generation of solid waste and wastewater. A GHG emissions analysis will be prepared and included in the EIR to evaluate whether emissions from these proposed project construction and operational activities would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As noted above, the proposed project would have the potential to emit GHG emissions during construction and operations. The EIR will include further evaluation of project-related emissions and associated emission reduction strategies to determine whether the proposed project conflicts with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs, including but not limited to the City's Climate Action Plan (CAP) and associated CAP Checklist and the California Air Resources Board's Scoping Plan. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

3.9 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards and Hazardous Materials.				
Would the project:				
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/or 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 a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Operation of the proposed project involves industrial warehouse distribution land uses that could involve the transport, use, or disposal of hazardous materials. Additionally, the project site is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and remediation activities could involve transport of contaminated materials. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. The proposed project could create a significant hazard from the release of hazardous materials. One of the parcels of the project site (Assessor Parcel No. 0229-121-35) was used to dispose of slag from steel recycling. As discussed in the State Department of Toxic Substances Control (DTSC) EnviroStor database, which is DTSC's data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further, this parcel was entered into a Voluntary Cleanup Agreement (VCA) between DTSC and Kaiser Steel on December 22, 2000. Over the course of the following year, DTSC reviewed a Preliminary Endangerment Assessment Report (PEA) for the parcel, which was performed with DTSC oversight to assess the potential environmental impacts associated with the historic disposal of electric arc furnace dust at the subject site 12451 Arrow Route. The PEA sought to determine whether current or past waste management practices have resulted in the release of hazardous substances that pose a threat to public health or the environment. Based on DTSC's review of the PEA, the subject site does not appear to pose a threat to human health or the environment under any land use. Therefore, DTSC determined that no further action is necessary with respect to investigation and remediation of hazardous substances on the subject site. On December 20, 2021, a No Further Action Letter was issued for the subject site. However, a few months earlier on August 18, 2021, the property owner, BTC III Arrow Route CC LP, submitted an application seeking DTSC oversight for the original parcel (APN 0229-121-35) plus the remaining parcels totaling 95 acres that comprise the entire project site (APN 0229-121-34, 0229-121-33, 0229-131-19 and 0229-121-35). Because a review of the remaining parcels of the project site has been initiated and is currently ongoing, there may be a potential for development of the proposed project (i.e., ground disturbing activities such as grading and excavation of soils) to create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment.

To determine whether development of the proposed project would have the potential to create a significant hazard involving the release of hazardous materials into the environment, and to determine if any further steps are required to remediate any potentially contaminated soils, a Phase I Environmental Site Assessment will be prepared and included in the EIR. This impact is potentially significant and will be analyzed further in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The project site is located in a highly developed and urbanized industrial area, located within a Neo-Industrial and Industrial Employment land use zone. The surrounding area is also designated as industrial and is zoned as Neo-Industrial, Industrial Employment, and/or Flood Control/Utility Corridor. There are no existing or proposed schools within 0.25-mile of the project site. The nearest school to the project site is Perdue Elementary School, located approximately 1.10 mile northeast of the nearest property line of the project site. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Thus, no impact would occur, and no further analysis is required in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. As discussed under IX.b, the project site is located on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 (DTSC 2023). DTSC determined that no further action is necessary with respect to investigation and remediation of hazardous substances on the subject site and issued a No Further Action Letter on December 20, 2021. However, BTC III Arrow Route CC LP submitted an application seeking DTSC oversight for the original parcel (APN 0229-121-35) plus the remaining parcels totaling 95 acres that comprise the entire project site (APN 0229-121-34, 0229-121-33, 0229-131-19 and 0229-121-35) (DTSC 2023).

To determine whether the proposed project would result in a significant hazard to the public or environment, and to determine if any further steps are required to remediate any potentially contaminated soils, a Phase 1 Environmental Site Assessment will be prepared and included in the EIR. Based in part on the hazardous materials analysis, the EIR will address whether development of the proposed project would create significant adverse impacts on the environment. This impact is potentially significant and will be analyzed further in the EIR.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

No Impact. As described in the RCGP DEIR (2021), there are no airports in the City. The closest airport to the City is the Ontario International Airport, approximately 1.2 miles south of the City's southern border and 3.2 miles southwest of the nearest property line of the project site. Therefore, the proposed project is not located within two miles of a public airport or public use airport, and the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur, and no further analysis is required in the EIR.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially Significant Impact. Construction of the proposed project may require temporary and/or partial road closures due to construction activities onsite. As shown in ReadyRC, the City's comprehensive guide to emergency kit checklists, evacuation route maps, shelter information, and more, Arrow Route, which borders the project site to the north, is designated as an evacuation route (Rancho Cucamonga 2017). The potential of temporary and/or partial road closures are not expected to impair or interfere with emergency response plans or evacuation plans, and such closures, if needed, would be coordinated with, and approved of by the appropriate City departments and emergency responders. Nevertheless, in consideration of the surrounding land uses, the proposed project's construction activities, and the circulation of vehicles on the project site once fully operational, the potential impacts of proposed project construction and operations on an adopted emergency response or evacuation plan will be further analyzed in the EIR. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?**

No Impact. The project site is located within a developed and industrial area. According to the California Department of Forestry and Fire Protection (CalFire), the project site is not located in or near a state responsibility area or on land that is classified as a fire hazard severity zone (CalFire 2023a,b). Because the proposed project involves redevelopment of a heavily industrial site and the project site is not located within a fire hazard severity zone, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. No impact would occur, and no further analysis is required in the EIR.

3.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 on- or offsite erosion or siltation;	☒	☐	☐	☐
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) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☒	☐	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Potentially Significant Impact. Development of the proposed project would involve site clearing, grading and excavation, building construction, paving and landscaping, and architectural coatings which could result in the generation of water quality pollutants such as silt, debris, chemicals, paints, and other substances with the potential to adversely affect water quality in the absence of protective or avoidance measures. Therefore, short-term water quality impacts have the potential to occur during construction activities of the proposed project. Additionally, the project site runoff during long-term operational conditions could contain pollutants in the absence of protective or avoidance measures. A hydrology and water quality technical report will be prepared and included in the EIR to assist in determining whether the proposed project's short-term construction activities and long-term operational activities have the potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. As discussed in the RCGP DEIR (2021), the Chino Basin and Cucamonga Basin underlie the City. Specifically, the Chino Basin underlies the project site. Chino Basin is one of the largest groundwater basins in southern California and has an unused storage capacity exceeding 1 million acre-feet and covers about 230 square miles. The Cucamonga Valley Water District's (CVWD) main sources of water supply are groundwater pumped from the Chino Basin, the Cucamonga Basin, and imported surface water.

A Water Supply Assessment (WSA) will be prepared and included in the EIR to confirm whether the CVWD has available water supplies to meet the water demands of the project, including any groundwater supplies. The EIR will also address whether development of the proposed project would interfere substantially with groundwater recharge by introducing impervious surfaces to the project site. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

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 on- or offsite erosion or siltation;

Potentially Significant Impact. There are no streams or rivers on or near the project site, and construction and operation of the proposed project would not alter the course of an existing stream or river. However, construction activities associated with the proposed project would result in soil-disturbing activities that could lead to increased erosion and siltation, including vegetation removal, demolition and site clearing of existing paved areas, and grading and excavation of soils. As a result, construction and operation of the proposed project may result in increased on- or offsite erosion and siltation. Therefore, the impact would be potentially significant, and further analysis will be included in the EIR.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Potentially Significant Impact. Operation of the proposed project would result in increased impermeability of the project site as compared to existing conditions (i.e., by adding impervious building area and surface pavement). As a result, development of the proposed project may result in an increase of surface runoff. Standard conditions of approval like the City's flood control requirements for new development would minimize the impacts of increased flows and volumes on downstream receiving waters (RCGP DEIR 2021: 5.10-20). Nevertheless, the proposed project would have the potential to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite. The impact is potentially significant and will be analyzed in the EIR.

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

Potentially Significant Impact. According to the RCMC Chapter 13.08, Storm Drainage Plan, the city is seriously affected by surface water and stormwater runoff, and the continual subdivision and development of property within the City has placed a serious demand on existing facilities which handle surface water and stormwater. To plan and develop drainage facilities and provide an equitable manner for the apportionment of the cost to develop these drainage facilities, the City Council adopted a comprehensive drainage plan. The proposed project would include construction of permanent stormwater facilities and would be required to align with the City's drainage plan, which would reduce the potential of creating or contributing to runoff that would exceed the existing or planned capacity of stormwater drainage systems serving the project site. Compliance with regulatory requirements would ensure that the proposed project would minimize impacts on the City and County's stormwater drainage infrastructure. The impact is potentially significant and will be analyzed in the EIR.

iv) Impede or redirect flood flows?

Potentially Significant Impact. The proposed project would not impede or redirect an existing flood flow. The proposed project is not zoned Flood Control or Utility Corridor within the City's zoning ordinance. The project site is zoned for Neo-Industrial and Industrial Employment land uses. The proposed industrial warehouse distribution land uses would conform to the designated zoning of the project site and General Plan designation of being located within a Neo-Industrial District and Industrial Employment District. The project site is located near areas that are susceptible to flooding, however, should Day Creek flood (RCGP DEIR 2021: Figure 5.10-3, Dam Inundation Zones). Therefore, development of the proposed project may affect flood flows. This impact is considered potentially significant and will be analyzed in the EIR.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Potentially Significant Impact. As shown in the RCGP DEIR (2021), the project site is not located in a flood hazard, tsunami, or seiche zone. The project site is located between the San Gabriel Mountains to the north, the City of Fontana to the east, the City of Ontario to the south, the City of Upland to the west, and San Antonio Heights, an unincorporated area of San Bernardino County, also to the west. The project site is not located near the ocean where the potential for a tsunami would be present. The project site is also not near an enclosed or partially enclosed body of water, such as a lake, reservoir, bay, or harbor where the potential for a seiche zone would be present. As shown in the RCGP DEIR (2021), Figure 5.10-2, FEMA Flood Hazard Zones, the project site is not located within the 100-Year Floodplain, the 500-Year Floodplain, or the 500-Year Floodplain Protected by Levee. The project site is located near areas that are susceptible to flooding, however, should Day Creek flood (RCGP DEIR 2021: Figure 5.10-3, Dam Inundation Zones). However, these dams are continually monitored by various governmental agencies, such as the State of California Division of Safety and Dams and the US Army Corps of Engineers, to guard against the threat of dam failure. The potential of project site inundation due to flood hazard, failure of a levee or dam, seiches, or tsunamis is low.

Nevertheless, in consideration of the surrounding land uses, the project site's known historic use for steel manufacturing, the project site's listing on a hazardous database as discussed above in Section 3.9, Hazards and Hazardous Materials, and the forthcoming Phase I Environmental Site Assessment, the proposed project's potential to release pollutants due to project inundation is a potentially significant impact that will be further analyzed in the EIR.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact. The Chino Basin underlies the project site and is an adjudicated basin subject to the Sustainable Groundwater Management Act. Chino Basin is one of the largest groundwater basins in southern California and has an unused storage capacity exceeding 1 million acre-feet and covers about 230 square miles. The Cucamonga Valley Water District's (CVWD) main sources of water supply are groundwater pumped from the Chino Basin, the Cucamonga Basin, and imported surface water. As previously discussed, a WSA will be prepared and included in the EIR and would address if the CVWD has available water supplies to meet the water demands of the proposed project, including groundwater supplies, and determine consistency with the Chino Basin Water Bank Strategic Plan, which manages the Chino Basin (RCGP DEIR 2021: 5.10-29). The impact is potentially significant and will be analyzed further in the EIR.

3.11 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning.				
Would the project:				
a) Physically divide an established community?	☒	☐	☐	☐
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?	☒	☐	☐	☐

a) Physically divide an established community?

Potentially Significant Impact. The project site was previously developed with, now demolished, industrial manufacturing buildings surrounded by paved and disturbed areas. The project site is currently zoned as Neo-Industrial and Industrial Employment and would remain so with completion of the project. The surrounding areas are also zoned as industrial land uses, with the closest multi-family residential area at the Victoria Woods Apartments, approximately 0.4 mile northeast of the project site, and the nearest single-family residence at 13045 Whittram Avenue located approximately 0.4 mile east of the nearest property line of the project site. The proposed project would involve the construction of new public streets, water quality basins, and utility infrastructure improvements. Their potential to physically divide an established community during construction and operation could be potentially significant and will be analyzed in the EIR.

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?

Potentially Significant Impact. As established, the project site is zoned in Neo-Industrial and Industrial Employment land use areas. The RCMC designates Neo-Industrial areas to support a complementary mix of uses, such as research and development, light and custom manufacturing, engineering and design services, breweries, and maker spaces, as well as accessory office, retail, and limited residential uses to complement the primary use, supportive amenities and services, and convenient transit access. Neo-Industrial areas encourage light industrial activities with low environmental impacts, supports the growth of creating industries, incubator business, and innovative design and manufacturing, and allows for small-scale, context sensitive warehousing, distribution, and manufacturing to support small business development. The RCMC designates Industrial Employment areas for manufacturing, processing, construction, and heavy equipment yards, warehousing and storage, e-commerce distribution, light industrial research parks, automobile and vehicle services, and a broad range of similar clean industrial practices and processes that typically generate more truck traffic, noise, and environmental impacts. Industrial Employment areas prohibit non-industrial uses, except for accessory office and commercial uses that support the employees of the primary industrial use, and on-site caretaker units. The proposed project uses are consistent with the allowable uses for Neo-Industrial and Industrial Employment zones. An evaluation of the proposed project's potential to cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation will be provided in the EIR. The impact is potentially significant and will be further evaluated in the EIR.

3.12 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.12.1 Discussion

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?

No Impact. The project site is zoned Neo-Industrial and Industrial Employment. The project site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the project site has been historically used for the extraction of mineral resources. The project site is not located within a mineral resource zone (see Figure 5.12-2 Mineral Land Classification in the RCGP DEIR (2021). This is further confirmed by a Phase 1 Environmental Site Assessment (Roux Associates, Inc., 2021), which obtained research documenting the historic conversion of onsite agricultural land uses to industrial land uses over the 20th century, not mineral resource extraction. As no mineral resource or mineral resource extraction occurs onsite, development of the proposed project would not result in the loss of availability of a known mineral resource. No impact would occur, and no further analysis is required in the EIR.

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?

No Impact. The project site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the project site has been historically used for the extraction of mineral resources. Further, as of 2021, there are no active mining operations in the City (RCGP DEIR: 5.12-4), and the project site is not located within a mineral resource zone (RCGP DEIR 2021: 5.12-8). Locally, there are sand and gravel mining operations at the Holliday Rock Campus Plant, located approximately 6.5 miles northwest of the nearest property line of the project site, and the Philadelphia Recycling Mine, located approximately 4.1 miles south of the nearest property line of the project site, both of which produce sand and gravel (DOC 2023c). These active mining operations would not be affected by development of the proposed project. The proposed project would not result in the potential 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 would occur, and no further analysis is required in the EIR.

3.13 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII.Noise.				
Would the project 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, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?	☒	☐	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

- 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, or a substantial temporary or permanent increase in noise levels above existing ambient levels that could result in an adverse effect on humans?**

Potentially Significant Impact. Proposed project related construction and operational activities, such as an increase in vehicular traffic, may expose people to noise levels that exceed standards established in the City's General Plan and Section 17.66.050 of the RCMC. The RCMC prohibits construction noise from exceeding 70 decibels (dba) when located adjacent to commercial or industrial use areas (RCMC 2023d). While the project site is zoned in an industrial use area, there is a multi-family residential community approximately 0.4 mile northeast of the nearest property line of the project site and single-family housing approximately 0.4 mile east of the nearest property line of the project site, both of which could experience an increase in noise levels due to construction and operation activities of the proposed project. A construction and operational noise analysis would be conducted for the EIR to analyze the potential for the proposed project to expose people, on- or offsite, to a substantial temporary or permanent increase in noise levels above existing ambient levels. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

- b) **Generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. The proposed project may produce noise levels that exceed noise standards established in the General Plan and RCMC through the construction and operation of the project. Construction activities of the project may produce groundborne vibration or groundborne noise levels, earthwork/grading, and/or during the operation of heavy machinery. A construction and operational noise analysis will be conducted for the EIR to analyze the proposed project's expected noise and vibration levels to determine if it would create groundborne vibration or groundborne noise levels that would be excessive and substantial. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

- 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, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the project site is Ontario International Airport, approximately 1.2 miles south of the City's southern border and 3.2 miles southwest of the nearest property line of the project site. The project site is not located within 2.0 miles of a public airport or within an airport land use plan. However, as identified in the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) adopted in 2011, the project area is located within the Airport Influence Area (AIA) along the northeastern edge. The project site is located within the FAA Height Notification Surface Zone, which, per Federal Aviation Regulations (FAR) Part 77, Subpart B, requires that the FAA be notified of any proposed construction or alteration having a height greater than a surface extending outward and upward at a slope of 100 to 1 for a horizontal distance of 20,000 feet from the airport runways. The project area is also located within the Real Estate Transaction Disclosure Zone, which, in accordance with state law, Business and Professions Code Section 110010 and Civil Code Sections 1102.6, 1103.4, and 1353, requires that airport proximity disclosure information is provided. According to the ONT ALUCP, the 60 decibel (db) Community Noise Equivalent Level (CNEL) contour developed from forecasts of future operations at least 20 years into the future would not lie within the city, and therefore the city would not be affected for noise (ONT ALUCP 2011). Additionally, there are no private airstrips located within the project vicinity. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from a private airstrip or an airport land use plan. No impact would occur, and no further analysis is required in the EIR.

3.14 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing. Would the project:				
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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)?

No Impact. Although the proposed project does not include the construction of housing, development of the proposed project would introduce new business to the City. The proposed project would introduce new jobs and involve the construction of new public roads and utility infrastructure. However, the industrial land uses proposed would be consistent with the zoning and General Plan land use designations in adopted planning documents, such as the city's General Plan, and the RCMC. As such, the proposed project would not induce substantial unplanned population growth in an area directly or indirectly due to the proposed project's introduction of new business, employees, and roads and infrastructure. This is because growth associated with proposed land uses that are consistent with the zoning and land use designations of the city are accounted for in the growth projections of the General Plan. This includes planned population growth as a result of new businesses and jobs, as well as new roadways and infrastructure. In addition, as part of the planning process, the city will require that the proposed project's new roads and utility infrastructure are sized with capacity to serve the proposed project and similar industrial growth under the General Plan. Therefore, the proposed project would not induce substantial unplanned population growth in the area either directly or indirectly. No impact would occur, and no further analysis is required in the EIR.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is zoned in Neo-Industrial and Industrial Employment, consisting of paved and disturbed areas. The project site does not include any housing or people that could be displaced by the proposed project. Properties surrounding the project site are zoned in Neo-Industrial, Industrial Employment, and/or Flood Control/Utility Corridor land uses. The closest multi-family residential housing to the project site is the Victoria Woods Apartments, approximately 0.4 mile northeast of the nearest property line of the project site. The closest single-family housing unit is 13045 Whittram Avenue located approximately 0.4 mile east of the nearest property line of the project site. The proposed project would not displace any existing people or housing, therefore construction of replacement housing elsewhere would not be necessary. No impact would occur, and no further analysis is required in the EIR.

3.15 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:				
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:

Fire protection?

Potentially Significant Impact. Fire prevention services are provided by the Rancho Cucamonga Fire Protection District (RCFPD). The services offered by RCFPD include firefighting, paramedic and first aid treatment, and emergency management, ReadyRC, which includes several preparedness and training programs for community disasters. There are seven fire stations serving the City of Rancho Cucamonga. The nearest fire station to the project site is Jersey Station #174 approximately 1.15 mile west of the project site (City of Rancho Cucamonga 2023b). Impacts related to fire protection services are assessed by the RCFPD on a project-by-project basis and are typically handled by the station nearest to the emergency. However when simultaneous emergencies occur in a particular station's response areas, other stations will assist. The proposed project's land use, fire-protection-related needs, and the project site recommended response distance and time and fire safety requirements, as well as project design features that would reduce the demand for fire protection services are taken into consideration. The proposed project does not propose the construction of any new or physically alter fire station facilities. While the proposed project would incorporate and comply with fire prevention and fire suppression design features in accordance with California and Rancho Cucamonga building codes, applicable RCMC and General plan policies, and applicable emergency response and fire safety requirements of the RCFPD and California Fire Code, the potential impact on fire protection services is currently unknown. The impact is potentially significant and will be evaluated further in the EIR.

Police protection?

Potentially Significant Impact. The City of Rancho Cucamonga receives law enforcement services through a contract with the San Bernardino County Sheriff's Department and staffs the Rancho Cucamonga Police Department, approximately 2.10 miles west of the nearest property line of the project site (City of Rancho Cucamonga 2023c). As discussed in Section 3.14, Population and Housing, the proposed project would not induce substantial unplanned population growth, directly or indirectly, therefore, the proposed project would not generate a substantial increase in additional residents necessitating increased police protection services. The proposed project would comply with applicable RCMC ordinances related to development and design standards, as well as applicable General Plan policies and California and Rancho Cucamonga building code requirements. While the proposed project would comply with applicable ordinances and regulations, the project could potentially result in an increased demand for police services. Therefore, the impact is potentially significant and further analysis will be provided in the EIR.

Schools?

No Impact. As discussed in Section 3.9, Hazards and Hazardous Materials, existing or proposed schools are not located within one-quarter mile of the project site. The nearest existing school, Perdew Elementary School, is approximately 1.1-mile northeast of the project site. The proposed project would not contain residential uses that would generate any school aged children requiring education. While the proposed project would include employment-generating uses, as evaluated in Section 3.14, Population and Housing, the proposed project would not produce substantial population growth due to the proposed project being consistent with zoning and land use designations of the city that are accounted for in growth projections of the General Plan. Therefore, the potential adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services would be less than significant and no further analysis is required in the EIR.

Parks?

No Impact. The proposed project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. The proposed project also does not propose to construct new on- or offsite recreation facilities. The proposed project does not propose residential use or other land use that could generate a population that would substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, need for new or physically altered park facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for park services. Thus, no impact would occur, and this analysis does not require further analysis in the EIR.

Other public facilities?

No Impact. The proposed project would not include any residential land uses, and therefore, would not increase demand for other public facilities/services, including libraries, community recreation centers, and/or public health facilities. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities, need for new or physically altered public facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for public facilities. Thus, no impact would occur, and this analysis does not require further analysis in the EIR.

3.16 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
Would the project:				
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

- 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?**

No Impact. The proposed project would not include any housing or residential land uses, and therefore, would not 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. No impact would occur, and no further analysis is required in the EIR.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

No Impact. The proposed project would not include recreational facilities. Because the proposed project would not include housing that would increase the population of the area, it would not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Thus, no impact would occur, and no further analysis is required in the EIR.

3.17 TRANSPORTATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
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)?	☒	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
d) Result in inadequate emergency access?	☒	☐	☐	☐

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. Implementation of the proposed project would result in generation of substantial vehicle and truck traffic that could affect the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Vehicular access to the entire project site would be provided by public roadway connections to the project site from Arrow Route, Yellow Wood Road, and Etiwanda Avenue. New public streets that are proposed to be constructed as part of the proposed project would also serve as the on-site vehicle circulation system, in addition to improvements to Yellow Wood Road. Implementation of the proposed project would include vehicular and non-vehicular travel to and from the project site. The proposed project has the potential to result in an increase and redistribution of vehicle trips that could conflict with applicable plans, ordinances, and policies related to public transit, roadway, bicycle, and pedestrian facilities. This impact is potentially significant and will be further analyzed in the EIR.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3(b), which pertains to vehicle miles travelled?

Potentially Significant Impact. State CEQA Guidelines Section 15064.3 was added December 28, 2018, to address the new method of determining significance for transportation impacts. The new method requires that the analysis is based on vehicle miles traveled (VMT) instead of congestion (such as level of service). A "VMT" is one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway generates one VMT for each mile it travels. Therefore, VMT is an indicator of the amount of driving generated by a proposed project. The project proposes new buildings for warehouse distribution uses and would include the need for trucks and other vehicles to travel to and from the project site for operation of the completed project. Along with the transportation analysis to determine the proposed project's consistency with transportation guidelines, circulation-related programs, plans, and policies, a VMT analysis will be prepared to address the proposed project's potential to substantially increase VMT using the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* and the California Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* to inform the VMT analysis methodology and significance thresholds as applicable. This impact is potentially significant and will be further analyzed in the EIR.

c) **Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

Potentially Significant Impact. The proposed project would introduce five new warehouse distribution buildings, as well as office space, loading docks for truck trailers, parking spaces for truck trailers and automobiles, and new public streets that would serve as the onsite vehicle circulation system for the proposed project. Along with the new public streets and parking spaces that would be constructed, new driveways for each building would be constructed, providing access to the separate truck trailer parking areas and automobile parking areas of each building. The potential for the proposed project's new public roadways, driveways, and other design features to substantially increase hazards is a potentially significant impact that will be further analyzed in the EIR.

d) **Result in inadequate emergency access?**

Potentially Significant Impact. The proposed project would increase the number of vehicles using city roadways that provide vehicle access to the project site such as Arrow Route and Etiwanda Avenue during construction activities and project operations. This increased vehicle traffic along these and other city roadways could result in increased levels of traffic congestion and vehicle delay that adversely affect the movement of vehicles through the project vicinity during an emergency, such as police, fire, and paramedics.

Implementation of the proposed project would be required to incorporate applicable design and safety requirements from fire codes, building codes and nationally recognized fire and life safety standards of the City and County Fire Departments, including the 2022 California Fire Code. The proposed project will be required to provide adequate access to and from the project site for emergency vehicles, as well as ensuring that necessary fire prevention and emergency response features are incorporated into the proposed project and that adequate circulation and access is provided to and within the project site. Based in part on traffic analysis prepared for the proposed project, the EIR will evaluate whether the proposed project would result in inadequate emergency access during its construction or operations. This impact is potentially significant and will be further analyzed in the EIR.

3.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Tribal Cultural Resources.				
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)?				
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) 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)?	☒	☐	☐	☐
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☒	☐	☐	☐

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) 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)?

Potentially Significant Impact. Ethnographic accounts of Native Americans indicate that the Gabrielino (also known as Tongva) and the Serrano group of Native Americans occupied the region that encompasses the city and the territory adjacent to the city (RCGP DEIR 2021). The City is required to send notifications of the proposed project to Native American tribes with possible traditional or cultural affiliation to the area that have requested notification in accordance with AB 52 and will consult with interested tribes regarding the proposed project's potential to affect a tribal cultural resource. A site-specific cultural resources assessment will be conducted as well by a professional archaeologist to determine if the project site contains resources that are listed or eligible for listing on a state or local register of historical resources as defined in Public Resources Code Section 5020.1(k). While the project site is located on a previously developed and disturbed area, there is potential to encounter potentially significant tribal cultural

resources during soil-disturbing activities such as grading and excavation associated with construction of the proposed project. Therefore, the impact is potentially significant and the proposed project's potential to cause a substantial adverse change to tribal cultural resources that are 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) will be analyzed further in the EIR.

- 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Potentially Significant Impact. The project site is located on a previously developed and disturbed area in which there is potential to unearth potentially significant tribal resources during demolition and construction activities. The City will send notifications of the proposed project to Native American tribes with possible traditional or cultural affiliation to the area that have requested notification in accordance with AB 52 and will consult with interested tribes regarding the project's potential to affect a tribal cultural resource. The impact is potentially significant and will be analyzed further in the EIR.

3.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. Utilities and Service Systems.				
Would the project:				
a) Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication 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 that 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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

- a) **Require or result in the relocation or construction of construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?**

Potentially Significant Impact. The project site is vacant but was previously developed with industrial manufacturing buildings and is served with utilities. The proposed project would not expand on the square footage of the existing site, as the proposed five new buildings would be developed within the existing 95 acres of the project site. The proposed project would involve improvements to the utility infrastructure to accommodate the operation of the warehouse distribution buildings, which have the potential to cause environmental effects. Further analysis of the proposed project's utility infrastructure improvements will be discussed in the EIR to determine whether development of the proposed project would have the potential to increase demand, thereby requiring the extension of utilities, the construction of which could result in potential significant environmental effects. This impact is potentially significant and will be analyzed further in the EIR.

b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. The City of Rancho Cucamonga is served by the CVWD, whose service area covers approximately 46 square miles encompassing a majority of the City, portions of the cities of Fontana, Ontario, Upland and some unincorporated areas of San Bernadino County. The project site lies on the southeastern edge of the CVWD's service boundary. The CVWD receives water supply from various water sources, including groundwater pumped from the Chino Basin and Cucamonga Basin; untreated, imported surface water from Metropolitan Water District of Southern California purchased through IEUA treated at the CVWD's treatment plant; local surface water from Cucamonga Canyon, Day/East Etiwanda Canyon, and Deer Canyon; and recycled water purchased from IEUA. The main source of water supply for the CVWD is from groundwater pumped from the Chino Basin and imported surface water (CVWD 2021). The proposed project would be served with potable water from the CVWD. The CVWD conducts water demand planning based on forecasted population growth which is based on data provided by SCAG. CVWD's current and projected water demands are provided in five-year increments over the next 25 years, until 2045. Based on CVWD's projected use for potable and non-potable water, industrial users are projected to use 2,432 acre-feet (AF) of water in 2025, 2,645 AF in 2030, 2,719 AF in 2035, 2,780 AF in 2040, and 2,780 AF in 2045. Pursuant to CEQA Guidelines Section 15155(a)(1), the proposed project is a "water demand project" because it involves industrial development that would occupy more than 40 acres of land. To evaluate whether the City's current and planned water supplies are adequate to serve the proposed project and its needs, a Water Supply Assessment (WSA) will be prepared. The WSA will evaluate the proposed project's water demands, as well as its correlation to the City's current and planned water supplies to assess if the water supplies would be adequate to serve the proposed project during normal, dry, and multiple dry years. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

c) Result in a determination by the wastewater treatment provider that 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?

Potentially Significant Impact. The CVWD currently operates and maintains approximately 421 miles of wastewater collection system and transports the collected wastewater to IEUA Wastewater Treatment facilities to be processed into recycled water. The CVWD Wastewater Utility Department provides maintenance to the wastewater collection system and ensures that the sewer mainlines flow properly at all times (CVWD 2023). CVWD's local sewers tie into IEUA's regional trunk sewers, including 90 miles of regional sewage interceptors. The IEUA owns and operates five regional wastewater treatment plants, Regional Water Recycling Plant No. 1 (RP-1), Regional Water Recycling Plant No. 2 (RP-2), Regional Water Recycling Plant No. 4 (RP-4), Regional Water Recycling Plant No. 5 (RP-5), and Carbon Canyon Water Recycling Facility (CCWRF). RP-2 does not have any liquid treatment processes and does not produce any recycled water. The regional sewer lines deliver wastewater to RP-1 and RP-4 for treatment. RP-1 has a wastewater capacity of 44 million gallons per day (MGD) and RP-4 has a wastewater capacity of 14 MGD (UWMP 2020).

The project site lies along the southeastern edge of the CVWD's service boundary. Wastewater that is generated by CVWD customers is transported through the collection system and is sent to one of the four recycled water-producing IEUA Wastewater Treatment facilities to be processed into recycled water. The project site is vacant, undeveloped land with associated paved and unpaved disturbed areas, and the proposed project would include new development that would increase building square footage on the project site. Although the proposed project is not expected to produce a substantial amount of wastewater, it is still currently unknown how much wastewater would be generated by the proposed project. Therefore, an accurate evaluation of the proposed project's demand in sufficient wastewater treatment capacity is unable to be discussed at this time; this impact is potentially significant and will be analyzed further in the EIR.

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?

Potentially Significant Impact. Burrtec Waste Industries has been the single franchised waste hauler for the city since 2007, providing recycling, refuse, and green waste services for residents, commercial, and industrial customers, and is the only business permitted to haul solid waste in the City. Burrtec Waste Industries operates a range of facilities to process waste and recyclables, including material recovery facilities, transfer stations, and landfills. Burrtec Waste Industries operates one landfill, the Salton City Landfill, which is located approximately 106 miles southeast of the project site. Salton City Landfill has a total capacity of 65,100,000 cubic yards and a maximum permitted throughput of 6,000 tons per day (CalRecycle 2023). Solid waste generated by the proposed project during construction and operational activities would be collected by Burrtec Waste Industries in compliance with applicable regulations included in Section 8.17 of the RCMC. The RCMC also requires each person who applies for a building or demolition permit to complete a waste management and recycling plan to be submitted and approved prior to commencing work. The California Integrated Waste Management Act (AB 939) established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code Section 42911), the proposed project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The City is required by State law to reduce the amount of material that is hauled to landfills and created the Construction and Demolition (C&D) Waste Diversion Program to divert materials generated from construction or demolition projects from landfill disposal to recycling or reuse. Permit applicants for new construction or tenant improvements are required to submit a deposit and a non-refundable administration fee before a building and/or demolition permit is issued if the project is valued over \$100,000. Deposits are reimbursable if the applicant provides proof that at least 65 percent of the waste generated was diverted from landfill disposal (City of Rancho Cucamonga 2023d). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the proposed project and diverted to landfills, which in turn will aid in the capacity of local infrastructure and would not impair the attainment of solid waste reduction goals. The proposed project would comply with all applicable solid waste statutes and regulations as to not 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. The EIR will further evaluate project-generated solid waste and its potential effects on the receiving landfills capacity. Therefore, this impact is potentially significant and will be analyzed further in the EIR.

e) Fail to comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. The proposed project would comply with applicable local, State, and federal regulations regarding solid waste, including those of the City of Rancho Cucamonga, during construction and operational activities of the proposed warehouse distribution buildings. The RCMC Section 8.17, Refuse, Recyclables, and Organics Collection, provides policies and regulations regarding solid waste handling by both customers and collectors. The proposed project would comply with the City's various programs listed in the Rancho Cucamonga General Plan to increase recycling efforts. In addition, the City would be compliant with AB 939, which requires each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan that contains specified components, including a source reduction component, a recycling component, and a composting component to reduce solid waste generation. The City currently implements AB 939 source reduction and recycling measures to reduce solid waste generation and has been found to be compliant with AB 393. In accordance with the California Solid Waste Reuse and Recycling Act of 1991, the proposed project would be required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. Additionally, in compliance with AB 341, Mandatory Commercial Recycling Program, the future occupant(s) of the proposed project would be required to arrange for recycling services if the occupant generates four or more cubic yards of solid waste per week. The implementation of these mandatory requirements would reduce the amount of solid waste generated by the proposed project and diverted to landfills. While the proposed project would be required to comply with all applicable federal, state, and local management and reduction statutes and regulations related to solid waste, the proposed project may conflict with statutes and regulations related to solid waste. Thus, this impact is potentially significant and will be analyzed further in the EIR.

3.20 WILDFIRE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
Is the project located in or near state responsibility areas or lands classified as high fire hazard severity zones?				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation 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 of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation 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 of runoff, post-fire slope instability, or drainage changes?

No Impact. As established, the project site is located within a highly developed and urbanized area and is zoned in Neo-Industrial and Industrial Employment areas. The project site and surrounding areas of the City of Rancho Cucamonga are highly urbanized. The San Bernardino National Forest, approximately 5 miles north of the project site, borders the northern portion of the city and has a high potential as a source of wildfires. Vegetation found in the Etiwanda Preserve, approximately 4.5 miles north of the project site, and other open space buffer zones are also susceptible to wildfire. CalFire is mandated by Public Resources Code Sections 4201 through 4204 and Government Code Sections 51175 through 51189 to identify Fire Hazard Severity Zones (FHSZs) for every community within

California. CalFire has mapped three hazard severity ranges—moderate, high, and very high—based on fuels, terrain, weather, and other factors for most regions of California. To address wildfire hazards and coordinate response, multiple government agencies (local, county, State, and federal) are responsible for fire suppression.

The project site is located within a local responsibility area, where local jurisdictions are responsible for the prevention and suppression of wildfires. The project site is not located in or near a state responsibility area or land classified as a very high fire hazard severity zone. The project site is not located on land zoned to have a fire hazard severity classification (CalFire 2023a,b). Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks and thereby expose proposed project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors, require the installation 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, or would 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. Thus, no impact would occur, and no further analysis is required for the EIR.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Mandatory Findings of Significance.				
a) Does the project have 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?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

- a) Does the project have 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?

Potentially significant impact. As discussed in the above sections, the proposed project has the potential to directly or indirectly adversely affect biological resources that may be present onsite and may have an adverse impact on an archaeological resource or a tribal cultural resource. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Potentially significant impacts are identified in the above sections related to aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation, tribal cultural resources, and utilities and service systems, having the potential to result in cumulatively considerable impacts with implementation of the proposed project. Cumulative impacts will be further addressed and evaluated in the EIR. Therefore, the impact is potentially significant and will be analyzed further in the EIR.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Construction and operation of the proposed project could create direct and indirect adverse effects on human beings. The proposed project has the potential to affect human beings through impacts related to air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation. Therefore, this impact is potentially significant and will be further analyzed in the EIR.

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